

FIGURES FOR DRAFT UNIFIED INTERPRETATIONS

figures 1-4 Unified Interpretations Proposal 1.b.5

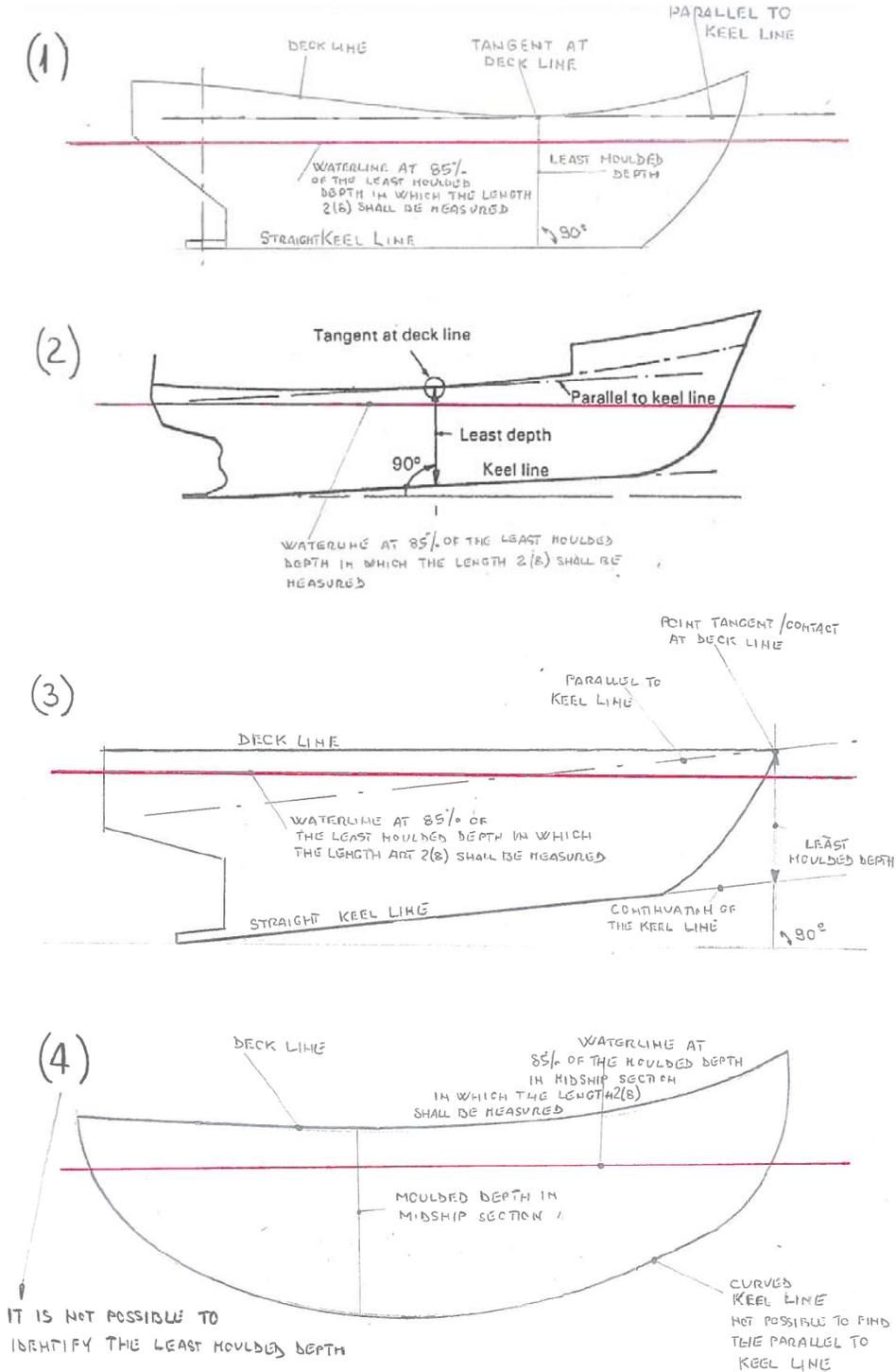


figure 5 Unified Interpretations Proposal 1.b.2

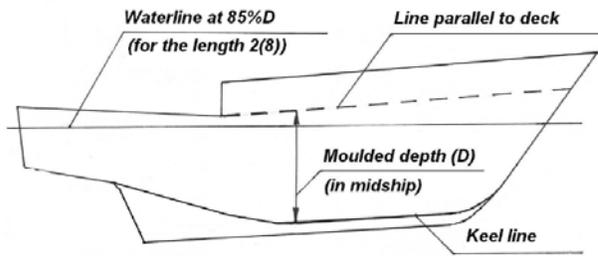


figure 6 Unified Interpretations Proposal 1.b.2

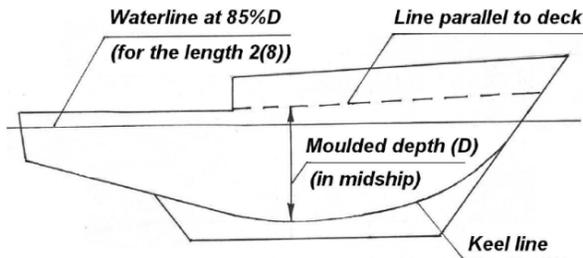


figure 7 Unified Interpretations Proposal 1.b.6

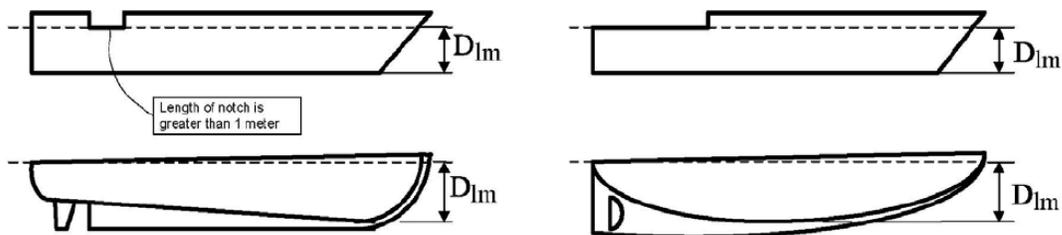


figure 8 Unified Interpretations Proposal 3.a.7

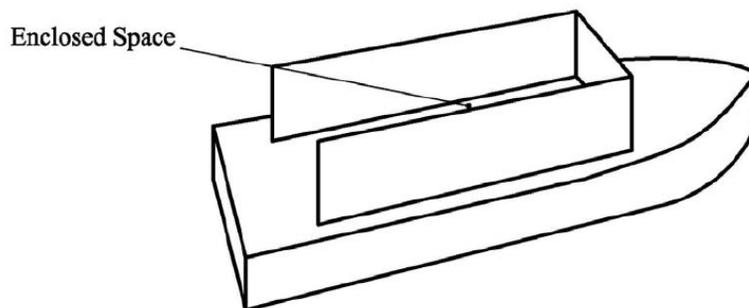
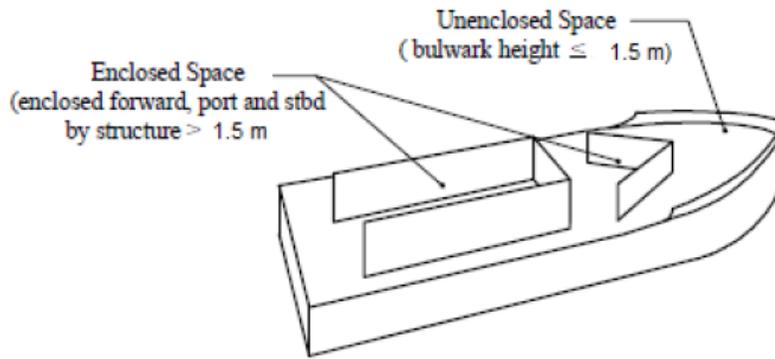


figure 9 Unified Interpretations Proposal 3.a.8



figures 10 & 11 Unified Interpretations Proposal 3.i.1

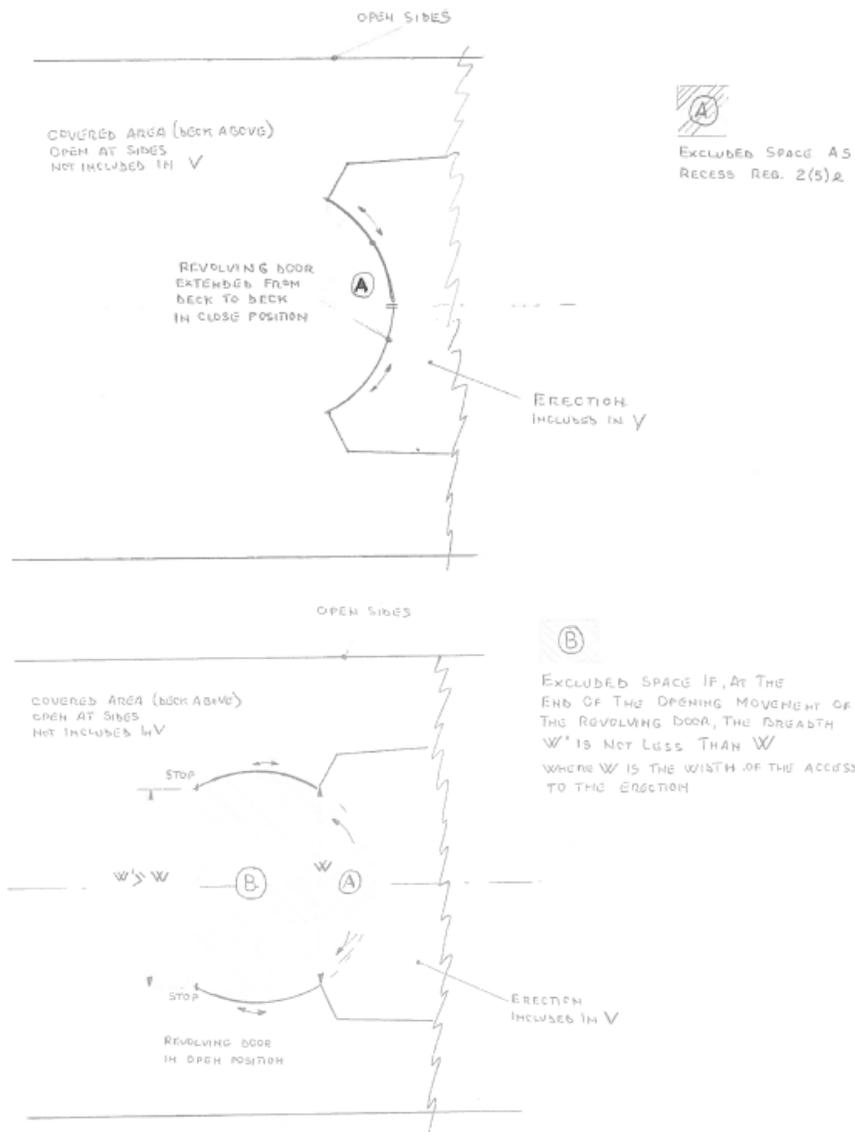
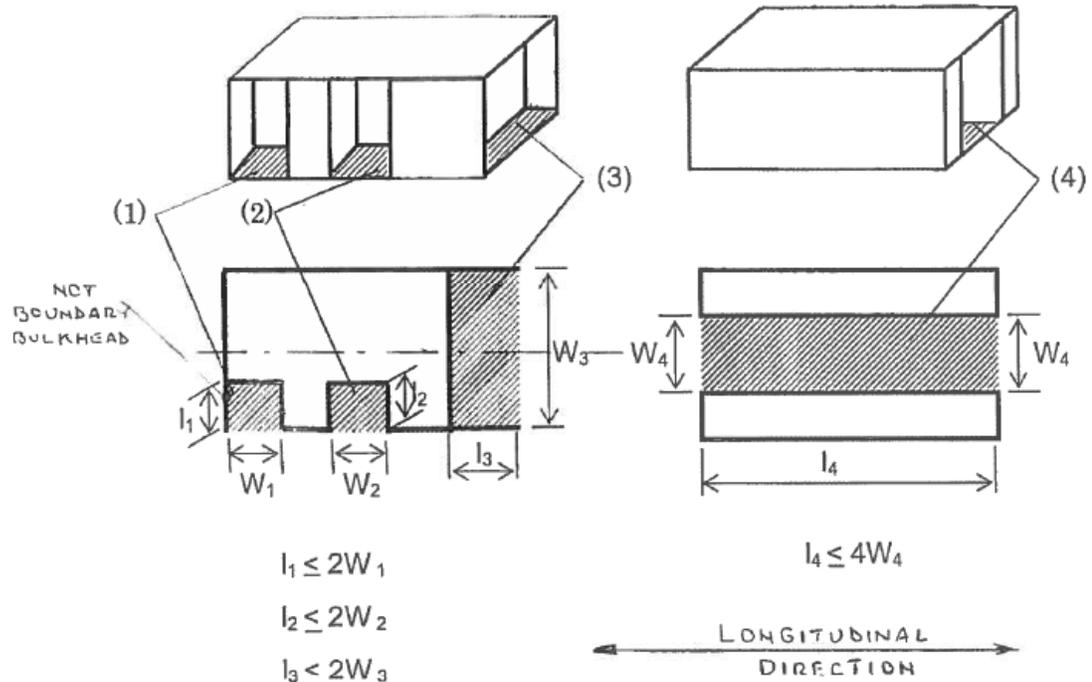


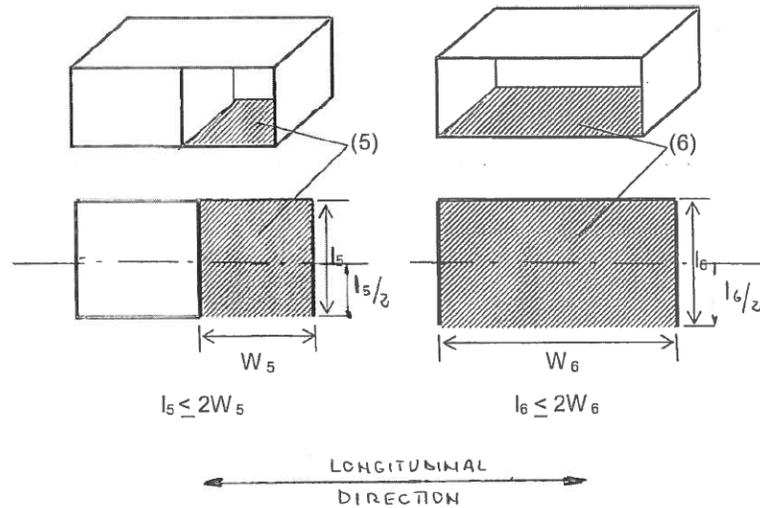
figure 12 Unified Interpretations Proposal 5.c.1



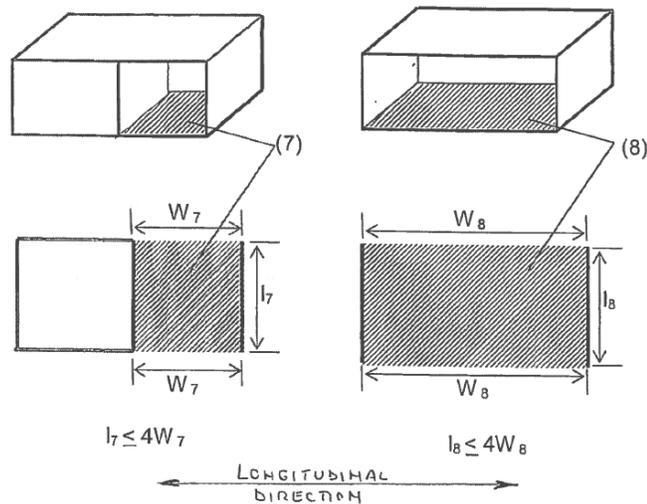
- (1) It is not a recess – Bounded by only two boundary bulkheads – It should be excluded due to the side opening.
- (2) It is a recess – Bounded by three boundary bulkheads – It should be excluded.
- (3) It is not a recess – Bounded by only one boundary bulkhead – It is a space within an erection opposite an and opening and it can be excluded only if the provision of the Reg. 2(5)(a)(i) are met.
- (4) It is not a recess - Bounded by only two boundary bulkheads – It is a space within an erection opposite an and opening and it can be excluded only if the provision of the Reg. 2(5)(a)(i) are met.

(continued)

figure 12 (continued)

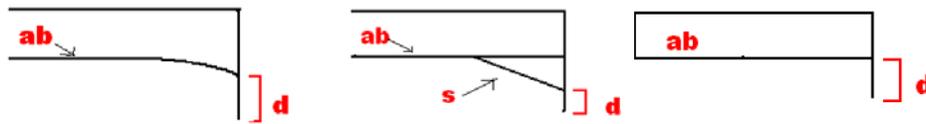


- (5) It is not a recess – Bounded by only one boundary bulkhead – Should be excluded a space limited inboard from the side opening to one-half of the breadth of the erection ($l_5/2$), due to the only one side opening.
- (6) It is not a recess – There are not boundary bulkhead – Should be excluded a space limited inboard from the side opening to one-half of the breadth of the erection ($l_6/2$), due to the only one side opening.



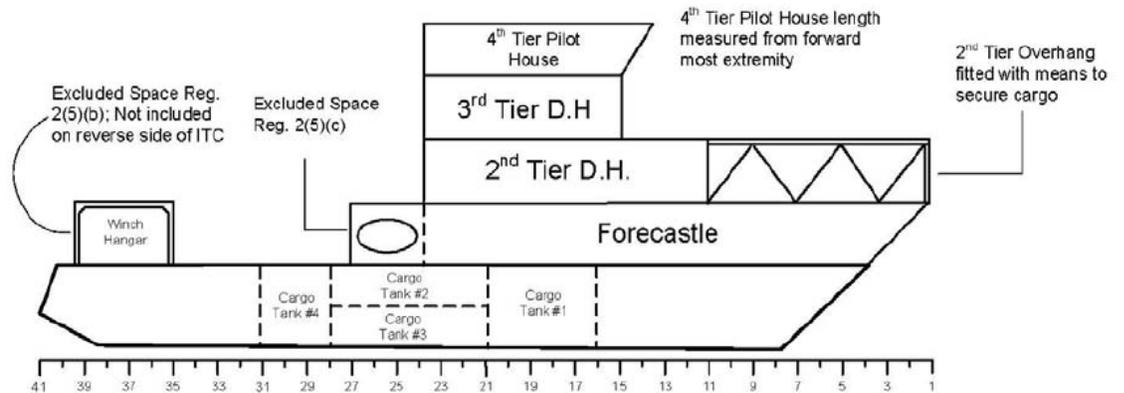
- (7) It is not a recess – Bounded by only one boundary bulkhead – Should be entirely excluded due to the two sides opening.
- (8) It is not a recess – There are not boundary bulkhead – Should be entirely excluded due to the two sides opening.

figure 13 Unified Interpretations Proposal 5.h.1



Where d = curtain plate depth, s = stiffner, ab = adjoining beam

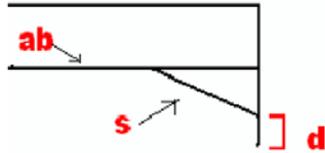
figure 14 Unified Interpretations Proposal 9.a.2



SPACES INCLUDED IN TONNAGE					
GROSS TONNAGE			NET TONNAGE		
Name of Space	Location	Length (m)	Name of Space	Location	Length (m)
Underdeck	-----	-----	Cargo Hold 1	Fr 16-21	6.86
Forecastle*	Fr 1-27	31.09	Cargo Hold 2	Fr 21-28	9.60
2nd Tier Cargo Hold	Fr 1-11	13.72	Cargo Hold 3	Fr 21-28	9.60
2nd Tier Deckhouse	Fr 11-24	17.37	Cargo Hold 4	Fr 28-31	4.11
3rd Tier Deckhouse	Fr 15-24	10.67	2nd Tier Cargo Hold 1	Fr 1-11	13.72
4th Tier P.H.	Fr 13-24	11.89			
Lockers/Trunks/Other	Various	Various			
EXCLUDED SPACES (Regulation 2(5))			NUMBER OF PASSENGERS (Regulation 4(1))		
Winch Hangar Reg. 2(5)(b); Fore'sle Dk Pump Space Reg. 2(5)(c)			Number of passengers in cabins with not more than 8 berths: 0		
An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces.			Number of other passengers: 0		
			MOULDED DRAUGHT (Regulation 4(2))		
			5.49 m		
Date and place of original measurement: June 29, 2012 at Washington, DC					
Date and place of last previous remeasurement:					
REMARKS:					

FIGURES FOR TM CONVENTION

Figure X: TM Convention Proposal 5.h.1



where d = curtain plate depth, s = stiffener, ab = adjoining beam

ANNEX XX

DRAFT ASSEMBLY RESOLUTION

USE OF NATIONAL TONNAGE IN APPLYING INTERNATIONAL CONVENTIONS

THE ASSEMBLY,

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

RECALLING FURTHER that the International Convention on Tonnage Measurement of Ships, 1969 (1969 Tonnage Convention) introduced a new measurement system, and that the tonnages measured under this system could be different from those measured under national tonnage rules,

RECALLING ALSO that recommendation 2 of the International Conference on Tonnage Measurement of Ships, 1969 recommended the acceptance of the tonnages measured under this new system as the parameters referred to where those terms are used in conventions, laws, and regulations, but recognized that transition to this new system should cause the least possible impact on the economics of merchant shipping and port operations,

NOTING that Article 3(2)(d) of the 1969 Tonnage Convention provides for certain ships to retain their national tonnages for the purpose of applying relevant requirements under other existing international conventions, if they do not undergo alterations or modifications which the Administration deems to be a substantial variation in their existing gross tonnage,

NOTING FURTHER that the Interim Schemes for Tonnage Measurement of resolutions A.494(XII), A.540(13) and A.541(13) effectively extended this use of national tonnages to certain other ships, for the purpose of applying relevant requirements, respectively, of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, the International Convention on Training, Certification and Watchkeeping for Seafarers (STCW), 1978, and the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78),

NOTING ALSO that resolutions A.758(18) and A.791(19) were adopted to address identification of national tonnages on International Tonnage Certificates (1969) and other pertinent certificates, including Ship Safety Certificates and International Oil Pollution Prevention Certificates,

BEING AWARE that amendments to SOLAS, STCW and MARPOL 73/78 made subsequent to the adoption of resolutions A.494(XII), A.540(13) and A.541(13) have led to confusion over the use of national tonnage when applying newly established tonnage-based requirements for ships measured in accordance with provisions of the 1969 Tonnage Convention and associated Interim Schemes, highlighting the need for updated recommendations on this matter,

BEARING IN MIND the decisions of the Maritime Safety Committee to apply newly established tonnage-based requirements of the SOLAS International Ship and Port Facility and Security (ISPS) and International Safety Management (ISM) Codes using a ship's tonnage as measured under the rules 1969 Tonnage Convention,

RECOGNIZING the necessity of uniform implementation of the 1969 Tonnage Convention with regard to national tonnages,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee, [at its ninety-second] session and the Marine Environment Protection Committee, [at its sixty-fifth] session,

1. ADOPTS the Recommendation on the Use of National Tonnage in Applying International Conventions, set out in the annex to the present resolution;
2. AGREES that Governments which are Contracting Governments to the 1969 Tonnage Convention should use this Recommendation when applying the provisions of the 1969 Tonnage Convention and Interim Schemes for Tonnage Measurement;
3. REVOKES resolutions A.758(18) and A.791(19).

RECOMMENDATION ON USE OF NATIONAL TONNAGE IN APPLYING INTERNATIONAL CONVENTIONS

1 In order to ensure consistency when using national tonnage to apply relevant requirements under International Conventions in accordance with article 3(2)(d) of the 1969 Tonnage Convention and Interim Schemes for Tonnage Measurement as set forth in resolutions A.494(XII) for SOLAS and A.541(13) for MARPOL (the Tonnage Interim Schemes), Administrations are recommended to accept the following.

National Tonnage vs. Convention Tonnage

2 National tonnage refers to the tonnage measurement of a ship under the Administration's national tonnage rules that predated the adoption of the measurement rules of system of the 1969 Tonnage Convention. National gross tonnage is often expressed in terms of gross register tons (GRT). In contrast, the unitless gross tonnage measurement under the rules of the 1969 Tonnage Convention is expressed in terms of gross tonnage (GT).

Eligibility to Use National Tonnage

3 The 1969 Tonnage Convention and the Tonnage Interim Schemes provide for the use of national tonnage in applying relevant requirements under International Conventions to certain ships with keel laid dates on or before 18 July 1994, at the ship owner's option¹. Further, a ship which undergoes an alteration or modification which the administration deems to be a substantial variation in its "existing" tonnage as described in article 3(2)(b) of the 1969 Tonnage Convention is treated as if the date on which the alterations or modifications commenced was the keel laid date for this purpose. The following table lists the basis for use of national tonnages as a function of a ship's keel laid / substantial alteration date and its national gross tonnage.

Basis for Using National Tonnage to Apply International Conventions*			
Ship's Keel Laid Date / Substantial Alteration Date	Ship's National Gross Tonnage		
	GRT < 400	400 ≤ GRT < 1600	GRT ≥ 1600
Before 18 July 1982	TM69 Art.3(2)(d)	TM69 Art.3(2)(d)	TM69 Art.3(2)(d)
18 July 1982 - 31 December 1985	A.494(XII) / A.541(13)	A.494(XII)	A.494(XII)
1 January 1986 - 18 July 1994	A.494(XII) / A.541(13)	A.494(XII)	Not Eligible
After 18 July 1994	Not Eligible	Not Eligible	Not Eligible

* Unless otherwise provided for in an International Convention or other instrument.

¹ The Interim Tonnage Schemes do not apply to ships covered by Article 3(2)(d) of the 1969 Tonnage Convention, and may be applied to an eligible ship for the life of the ship under interpretations established at MSC 50 (MSC 50/27). A third interim scheme, A.541(13) for STCW, is no longer applicable as a result of the 1995 amendments to STCW50/27). A third interim scheme, A.541(13) for STCW, is no longer applicable as a result of the 1995 amendments to STCW.

Relevant Requirements Under International Conventions

4 The term “relevant requirements under” in article 3(2)(d) of the 1969 Tonnage Convention and throughout this recommendation refers to tonnage-based requirements for which a tonnage threshold was in effect on or before the 18 July 1994 date when the 1969 Tonnage Convention came fully into force. As such, national tonnage may not be used when applying newer tonnage thresholds in International Conventions, unless otherwise provided in an International Convention or other instrument. For example, for eligible ships, national tonnages may be used to apply the 500 gross tonnage cargo ship exemption threshold of regulation I/3 of SOLAS, which predates 18 July 1994. However, national tonnages may not similarly be used to apply the 500 gross tonnage threshold of regulation XI-2/21 of the SOLAS International Ship and Port Facility and Security (ISPS) Code, which came into effect after this date.²

Remarks on International Tonnage Certificates (1969)

5 Notwithstanding the provisions of resolutions A.494(XII) and A.541(13) which state that gross tonnage measured under the national tonnage rules shall not be shown on the International Tonnage Certificate (1969), an entry may be made under “Remarks” on the International Tonnage Certificate (1969), to reflect the ship owner’s decision to use national tonnages, as follows,

- .1 For ships covered by article 3(2)(d) of the 1969 Tonnage 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: . . . *(insert GRT tonnage)* . . . RT, according to the regulations of . . . *(insert country name)* . . .”
- .2 For ships covered by resolution A.494(XII) and/or resolution A.541(13),

“The ship is additionally measured according to resolution(s) . . . *(insert A.494(XII) and/or A.541(13), as applicable)* . . . 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: . . . *(insert GRT tonnage)* . . . RT, according to the regulations of . . . *(insert country name)* . . .”

Remarks on Other International Certificates (1969)

6 For ships for which the International Tonnage Certificate (1969) includes a “Remarks” entry on national tonnage as described in paragraph 5 of this recommendation, the appropriate box in the appropriate Ship Safety Certificate, the International Oil Pollution Prevention Certificate or other such official certificates issued by the Administration may show only that national gross tonnage with one of the following footnotes:

“The above gross tonnage has been determined by the tonnage authorities of the Administration in accordance with the national tonnage rules which were in force

² Refer to MSC/Circ.1157 for additional details. MSC.1/Circ.1231 similarly addresses use of national tonnages in applying the SOLAS ISM Code.

prior to the coming into force of the International Convention on Tonnage Measurement of Ships, 1969"; or

"See REMARKS column of the valid International Tonnage Certificate (1969)".

Removal of Remarks

7 Should a ship lose eligibility for using national tonnage to apply relevant requirements under International Conventions by undergoing alterations or modifications which the Administration deems to be a substantial variation in their existing tonnage as described in article 3(2)(b) of the 1969 Tonnage Convention, the Administration should ensure associated certificates described in paragraphs 5 and 6 of this recommendation are reissued or otherwise amended to delete reference to the ship's national tonnage.

ANNEX XXX

DRAFT ASSEMBLY RESOLUTION

REDUCED GROSS TONNAGE FOR CREW AND TRAINEE ACCOMMODATION SPACES

THE ASSEMBLY,

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

RECALLING FURTHER that the Assembly adopted Resolution A.850(20), acknowledging the need for increased focus on the 'Human Element' to include safety standards and environmental protection for the purpose of significantly reducing maritime casualties and recognizing that proper crew space sizes are a part of that Human Element,

[NOTING that the 94th Session of the International Labour Conference adopted the Maritime Labor Convention, 2006, to improve working and living conditions for Seafarers, including establishment of minimum standards for the size of certain crew accommodation spaces onboard ships,

NOTING FURTHER that the 96th Session of the International Labour Conference adopted the Work in Fishing Convention, 2007, to improve the working conditions of fishers, including establishment of minimum standards for sleeping rooms onboard fishing vessels,]

BEING AWARE that the 2010 Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (the 2010 Manila Conference) addressed the anticipated shortage of qualified officers to effectively man and operate ships, and recommended measures to encourage the provision of suitable accommodation for trainees on both existing and new ships,

BEARING IN MIND that the Assembly, through resolution A.747(18), and the Maritime Safety Committee, through resolution 234(82), established methods and procedures for calculating a reduced gross tonnage parameter for recommended use in applying tonnage-based fees to segregated ballast oil tankers and open-top containerships, respectively, as a means of addressing tonnage-related cost impacts associated with certain ship design features,

RECOGNIZING that the establishment of a similar reduced gross tonnage parameter for crew and trainee accommodation spaces could help encourage the provision of such spaces on ships of all types that are measured in accordance with the International Convention on Tonnage Measurement of Ships, 1969 (1969 Tonnage Convention),

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee, [at its ninety-second] session,

1. ADOPTS the Recommendations concerning reduced gross tonnage for spaces used for the accommodation of the crew and trainees, the text of which is set out in the annex to the present resolution;

2. AGREES that Governments which are Contracting Governments to the 1969 Tonnage Convention should use these Recommendations when applying the provisions of this Convention;
3. INVITES Governments to advise port, harbour and pilotage authorities, and other entities that may collect tonnage-based fees, to apply the Recommendations, where appropriate, when assessing such fees.

ANNEX

**RECOMMENDATIONS ON CALCULATING REDUCED GROSS TONNAGE
FOR CREW AND TRAINEE ACCOMMODATION SPACES**

1 To encourage the provision of adequate and suitable spaces for crew and trainee accommodations on existing and new ships measured under the International Convention on Tonnage Measurement of Ships, 1969 (1969 Tonnage Convention), the Administrations are recommended to accept the following:

2 – X

[To be developed. Include paragraphs that address definitions of, and minimum requirements for, crew/trainee accommodation spaces, describe how volumes are calculated, and discuss treatment of multiple reduced gross tonnages, the $GT_{Rcombined}$ parameter, etc, per the paragraph which follows regarding ITC69 remarks.]

Remarks on International Tonnage Certificates (1969)

X Make one of the following entries, as applicable, under “Remarks” on the International Tonnage Certificate (1969):

.1 For ships covered by resolution A.XXX only,

“The accommodation spaces for . . . (*insert “crew” and/or “trainees”, as applicable*) . . . comply with the requirements of resolution A.XXX, and the volume of such spaces is . . . (*insert volume*) . . . m³, corresponding to a tonnage of . . . (*insert tonnage*) . . .”

The reduced gross tonnage which should be used for the calculation of tonnage-based fees is . . . (*insert GT_{Rcrew}*) . . .”

.2 For ships covered by resolutions A.XXX and A.747(18),

“The accommodation spaces for . . . (*insert “crew” and/or “trainees”, as applicable*) . . . comply with the requirements of resolution A.XXX, and the volume of such spaces is . . . (*insert volume*) . . . m³, corresponding to a tonnage of . . . (*insert tonnage*) Additionally, the segregated ballast tanks comply with the requirements of resolution A.747(18), and the volume of such spaces is . . . (*insert volume*) m³ . . . , corresponding to a tonnage of . . . (*insert tonnage*) . . .”

The combined reduced gross tonnage which should be used for the calculation of tonnage-based fees is . . . (*insert $GT_{Rcombined}$*) . . .”

.3 For ships covered by resolutions A.XXX and MSC.234(82),

“The accommodation spaces for . . . (*insert “crew” and/or “trainees”, as applicable*) . . . comply with the requirements of resolution A.XXX, and the volume of such spaces is . . . (*insert volume*) . . . m³, corresponding to a tonnage of . . . (*insert tonnage*) Additionally, the ship is defined as an open-top containership under resolution MSC.234(82) and the equivalent volume of such spaces is . . . (*insert equivalent volume*¹) . . . m³, corresponding to a tonnage of . . . (*insert tonnage*)”

The combined reduced gross tonnage which should be used for the calculation of tonnage-based fees is . . . (*insert $GT_{Rcombined}$*)”

¹ Equivalent volume may be calculated using the formula $V_{eq} = 4.5755 * (GT - GT_{Ropen-top})^{0.9691}$