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**DEVELOPMENT OF PROVISIONS TO ENSURE THE INTEGRITY AND UNIFORM
IMPLEMENTATION OF THE 1969 TM CONVENTION**

Report of the Working Group

General

1 The Working Group on Development of Provisions to Ensure the Integrity and Uniform Implementation of the 1969 TM Convention met from 18 to 20 February 2013 under the chairmanship of Mr. P. D. Eareckson (United States).

2 The group was attended by representatives from the following Member Governments:

ARGENTINA
CANADA
CHINA
FRANCE
GERMANY
INDIA
JAPAN
LIBERIA
NETHERLANDS

NORWAY
REPUBLIC OF KOREA
SINGAPORE
SPAIN
SWEDEN
TURKEY
UNITED STATES
VANUATU

and observers from the following non-governmental organizations:

INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)

Terms of reference

3 Taking into account the comments made and decisions taken in plenary, the Working Group was instructed to:

- .1 further develop the draft Unified Interpretations to the 1969 TM Convention, based on annex 2 to document SLF 55/9, taking into account documents SLF 55/9/1, SLF 55/9/2, SLF 55/9/4, SLF 55/9/5, SLF 55/INF.2 and SLF 55/INF.11, and develop a covering draft TM.5 circular;



- .2 further develop the draft Recommendation on the use of national tonnage in applying international conventions, and the associated draft Assembly resolution, based on annex 3 to document SLF 55/9;
- .3 further consider matters related to reduced gross tonnage for crew and trainee accommodation spaces, taking into account documents SLF 55/9/3 and SLF 55/INF.2, annex 5;
- .4 consider whether there is a need to re-establish the correspondence group and, if so, prepare the terms of reference for consideration by the Sub-Committee; and
- .5 submit a report by Thursday, 21 February 2013.

Draft unified interpretations to the 1969 TM Convention (Articles)

Length

4 The group discussed various interpretations of the ship's length in article 2(8) considered by the correspondence group (issue 1.a*) and finally agreed to the text set out in paragraph 1 of annex 1.

5 The group considered it advantageous to address the issue of ships having more than one rudder for the purposes of interpreting the ship's length, to be further considered and developed within a correspondence group (subject to approval by the Sub-Committee, see paragraph 23 below), and to that end it proposed a draft new interpretation of article 2(8) for ships having more than one rudder, for further consideration, as set out in paragraph 1 of annex 2.

6 The group discussed also the application of the interpretation of the ship's length to ships that do not have a clearly defined stem or stern, and proposed a draft interpretation for further consideration set out in paragraph 2 of annex 2. In particular, further review should address the meaning of the term "overall length", and whether relevant remarks are required on the International Tonnage Certificate (1969) to identify that the unified interpretation was applied.

Alterations or modifications which affect the tonnage of existing ships

7 The group concluded that only the gross tonnage calculated in accordance with the TM 1969 Convention should be used for the purposes of applying provisions of the TM Convention on alterations or modifications affecting tonnage under article 3(2), and associated Interim Schemes (e.g. issue 8.a), whereas the use of national tonnage as a criterion for identifying such alterations and modifications should be left to the discretion of the Administration.

8 After extensive discussion, some members of the group were in favour of establishing a graduated approach involving application of a more restrictive criterion (e.g. 1%) to larger ships, while applying less restrictive criteria to smaller ships. Others were of the opinion that the 1 per cent criterion was an adequate option irrespective of the ship's size. One proposal of a graduated approach, offered as an example, involved selection of a 10 per cent criterion for ships of under 500 GT, 5 per cent for ships of between 500 GT and

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Hereunder all references to "issues" and their numbers refer to the issues and their identification numbers as they appear in documents SLF 55/9 and SLF 55/INF.2.

10,000 GT, and 1 per cent for ships of over 10,000 GT. The group also discussed other approaches that would not result in a large disparity in treatment of nearly identical ships that are close to established breakpoints, such as approaches involving use of a continuous linear scale.

9 The group concluded that all approaches offered require further investigation and might be developed intersessionally, to enable the gathering and evaluation of more specific information upon which to base an informed recommendation.

Draft unified interpretations to the 1969 TM Convention (Regulations)

Novel types of craft

10 The group agreed to an interpretation of the term "novel types of craft" appearing in regulation 1(3), as set out in paragraph 3 of annex 1.

Enclosed spaces

11 In regard to issue 3.j, the group agreed to the draft interpretation of "enclosed but excluded spaces" to differentiate from "enclosed and included spaces", as set out in paragraph 4 of annex 1.

Enclosed spaces in general (issue 3.a etc.)

12 The group extensively discussed regulation 2(4) in general and concluded that its text was open to multiple interpretations and needs clarification.

Excluded spaces

13 The group discussed the draft interpretation of grates covering side or end openings but could not arrive at a firm conclusion, as establishing the purpose and status of grates can be problematic (i.e. safety or security, or both). In addition, deck grates and grates that wrap around from the sides to the overhead (e.g. for security purposes) need further consideration. The text intended as a starting point for further development is set out in paragraph 3 of annex 2.

14 The group agreed to a draft interpretation on vertical railings for the purposes of application of regulations 2(5)(b) and (c), as set out in paragraph 7 of annex 1.

15 The group developed a modified draft interpretation of the term "breadth of the deck", and the agreed text is shown in paragraph 8 of annex 1.

Spaces open to the sea

16 The group discussed and agreed to a draft interpretation for spaces open to sea in regulation 6(3), which is shown in paragraph 9 of annex 1. Some delegations expressed their wish to address free communication with the sea as a criterion for treating these spaces as "open to the sea", but this was not agreed to, as the free communication issue will be addressed under issue 6.a and requires further discussion.

Other draft Unified Interpretations

17 Due to time constraints, the group was unable to consider all remaining issues under this agenda item. The group agreed that these may be further considered by a correspondence group, if established (see paragraph 23).

18 As the group could not finalize the review of draft unified interpretations, there was no need to present a draft TM.5 circular.

Draft recommendation on the use of national tonnage in applying international conventions

19 The group considered the draft Assembly resolution in annex 3 to document SLF 55/9, amalgamating and generalizing the contents of resolutions A.757(18) and A.791(19) on the application of the TM 69 Convention to existing ships, and agreed with the text proposed (annex 3), for concurrent consideration and approval by the Maritime Safety Committee and Marine Environment Protection Committee at their respective ninety-second and sixty-fifth sessions, for submission to A 28 with a view to adoption.

20 In view of the tight time period available before MEPC 65 (13 to 17 May 2013), the group requests the Sub-Committee to forward the draft Assembly resolution to MEPC 65 for approval as an urgent and exceptional matter in order to enable its adoption at A 28.

Reduced gross tonnage for accommodation spaces

21 The group discussed at length the proposals in document SLF 55/9/3, and expressed its general support for them; however, views were divergent as regards:

- .1 whether the MLC 2006 was the only instrument to serve as a framework for the actions to be taken by the Organization. Some delegations observed in this connection that the existing measurement rules (e.g. the Suez Canal rules and the Oslo Convention) contain provisions addressing accommodations, and could be useful;
- .2 the definition of accommodation spaces. The group felt that the definition of accommodation spaces, as contained in the annex to SLF 55/9/3, might not be sufficient, and the definition needs more clarity;
- .3 the fact that the MLC 2006 provisions may not explicitly address all accommodation space issues for trainees, and
- .4 the extent of implementation of the MLC 2006 to existing ships and its possible implications (such as modifications to ship's structures and re-measurement),

and a number of other related issues.

22 Consequently, the group agreed that this matter should be pursued further, but needs thorough and detailed consideration, and recommended that the following arrangements be made in order to progress the work by IMO:

- .1 invite Member States having sufficient experience of implementation and application of the ILO Conventions that preceded MLC (such as

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- ILO Conventions Nos. 92, 133 and 147) to provide information on their implementation;
- .2 recommend that the IMO Secretariat be instructed to liaise with the ILO Secretariat in order to obtain necessary input data ensuring the adequacy and completeness of measures that are expected from the Organization to provide incentive for Member States, shipowners, shipbuilders and other stakeholders to fully comply with the MLC 2006 requirements on accommodation standards; and
 - .3 invite the Maritime Safety Committee to note the comments made and take action as appropriate, including instructing other sub-committees to provide this Sub-Committee with input, as may be necessary,

and invites the Sub-Committee to endorse the measures proposed.

Re-establishment of the correspondence group

23 Taking into account the amount of work yet to be done, as referred to above, the group agreed that it would be appropriate to recommend to the Sub-Committee to re-establish the Correspondence Group on Development of Provisions to Ensure the Integrity and Uniform Implementation of the 1969 TM Convention and, subject to approval of this recommendation, to instruct the group to:

- .1 further develop draft unified interpretations to the 1969 TM Convention, based on annex 2 to document SLF 55/WP.5 and annexes 1 and 2 to document SLF 55/9 (draft interpretations not covered by SLF 55/WP.5), taking into account comments and decisions taken by SLF 55, comments made by the working group, and develop a covering draft TM.5 circular;
- .2 further consider matters related to a possible implementation of a reduced gross tonnage parameter for accommodation spaces, taking into consideration available outcomes of actions referred to in paragraphs 21.1 to 21.3, once this information has been received; and
- .3 submit a report to SLF 56.

Action requested of the Sub-Committee

24 The Sub-Committee is invited to approve the report in general and, in particular to:

- .1 note the progress made in the development of draft Unified Interpretations to the 1969 TM Convention (paragraphs 4, 10, 11, 14, 15, 16 and 18 and annex 1);
- .2 note that while some agreement was reached on a number of draft Unified Interpretations, they require further consideration (paragraphs 5, 6, 13 and annex 2);
- .3 note the discussion held regarding alterations or modifications which affect the tonnage of existing ships and that this issue will be further considered interessionally (paragraphs 8 and 9);

- .4 agree to the proposed draft Assembly resolution on the application of the 1969 TM Convention to existing ships and for submission to MEPC 65 and MSC 92 with a view to approval for submission to A 28 for adoption (paragraph 19 and annex 3);
- .5 agree to forward the draft Assembly resolution on the application of the 1969 TM Convention to existing ships to MEPC 65, as an urgent matter, for approval with a view to subsequent submission to A 28 for adoption (paragraph 20);
- .6 note the general support for the proposals contained in document SLF 55/9/3 concerning the reduced gross tonnage for accommodation spaces (paragraph 21);
- .7 note the views expressed regarding the details of implementing a reduced gross tonnage parameter for accommodation spaces (subparagraphs 21.1 to 21.4);
- .8 agree with the view of the group that IMO's work on matters related to the implementation of a reduced gross tonnage parameter for accommodation spaces should be pursued further (paragraph 22);
- .9 endorse the recommendations on how to proceed with the development of a reduced gross tonnage parameter (subparagraphs 22.1 to 22.3);
- .10 agree to re-establish a Correspondence Group on Development of Provisions to Ensure the Integrity and Uniform Implementation of the 1969 TM Convention with terms of reference as set out in paragraph 23 (paragraph 23).

ANNEX 1

DRAFT INTERPRETATIONS OF THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS, 1969, AS AGREED BY THE WORKING GROUP*

ARTICLES OF THE CONVENTION

Length (article 2(8), issue 1.a)

1 When a ship does not have a rudder stock, the length should be taken as 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured as defined in regulation 2(2). (*Replacement text for A.2(8)-1*)

Least moulded depth (article 2(8), issue 1.b)

2 In the definition of "length" in article 2(8), the term "least moulded depth" is the vertical distance measured from the top of the flat plate keel (or equivalent lower terminus as described in regulation 2(2)) at the lowest point along the keel's length to the horizontal line that is tangent to the underside of the upper deck at the ship's side (or equivalent upper terminus as described in regulation 2(2)) at the lowest point along the upper deck's length. For the purposes of this definition, the ship is considered to be trimmed on a waterline parallel to the design waterline.

REGULATIONS OF THE CONVENTION

Novel types of craft (regulation 1(3), issue 2.a)

3 The right of the Administration to determine tonnage of novel types of craft by application of methods other than those provided in the regulations should not be construed to allow exempting from measurement of those enclosed spaces which would otherwise have been included in tonnage. In applying these novel craft provisions, the resulting gross and net tonnages should be reflective of the ship's overall size and useful capacity, respectively. As such, the phrase "render the application of the provisions of these regulations unreasonable or impractical" cannot be construed as permitting deviations from these regulations for reasons unrelated to the determination of the ship's overall size or useful capacity (e.g. to accommodate constructional features that increase a ship's enclosed volume without a corresponding increase in its tonnage for the purpose of avoiding adverse economic impacts). A novel type of craft should be understood as one which is novel in its design and should not include existing traditional types of ships of usual shape or those types already covered by the Unified Interpretations.

Enclosed spaces (regulation 2(4), issue 3.j)

4 If enclosed spaces comply with the conditions for exclusion specified in regulation 2(5), then they should be excluded from the total volume of all enclosed spaces (V). Such spaces should be treated as "enclosed but excluded spaces" to differentiate from "enclosed and included spaces" (those "enclosed spaces" which do not comply with the conditions for exclusion specified in regulation 2(5)).

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In this document, the cited interpretations (e.g. A.2(8)-1) refer to those identified in annex 2 to SLF 55/9. Unless otherwise noted, all interpretations are newly introduced interpretations.

Excluded spaces (regulation 2(5), issue 3.j)

5 In applying this regulation:

- .1 spaces excluded from the total volume of all enclosed spaces (V) are those spaces which are treated as enclosed ones under regulation 2(4) but also comply with the conditions for exclusion under regulation 2(5);
- .2 the volume of those enclosed spaces referred to in regulation 2(5)(a) to (e) shall be excluded from the total volume of all enclosed spaces (V), unless at least one of the following three conditions takes place:
 - the space is fitted with any means for securing cargo or stores;
 - the openings are fitted with any means of closure;
 - the construction provides any possibility of such openings being closed.

Excluded spaces (regulation 2(5), issue 3.j)

6 In Appendix 1 to the Convention, labeling in the figures should be interpreted as follows:

- .1 "O = excluded space" refers to an enclosed space or part of an enclosed space which corresponds to one of the situations described in regulation 2(5)(a) to (e) and which satisfies the conditions for exclusion from the total volume of all enclosed spaces (V) specified in this regulation;
- .2 "C = enclosed space" refers to an enclosed space or part of an enclosed space which does not correspond to any of the situations described in regulation 2(5)(a) to (e) and consequently can never be excluded from the total volume of all enclosed spaces (V);
- .3 "I = space to be considered as an enclosed space" refers to an enclosed space or part of an enclosed space which corresponds to one of the situations described in regulation 2(5)(a) to (e) but does not satisfy the conditions for exclusion from the total volume of all enclosed spaces (V) specified in this regulation.

Excluded spaces (regulation 2(5), issue 5.i)

7 In applying regulation 2(5)(b) and (c), stanchions necessary to support an overhead deck and vertical railings are not considered to close or reduce the size of a side opening. Horizontal bars connecting vertical railings should not be treated as rails as described in regulation 2(5)b.

Excluded spaces (regulation 2(5), issue 3.o)

8 When applying the provisions of regulation 2(5), the phrase "breadth of the deck" means the breadth of the deckhouse structure at the line of the opening of the space, regardless of whether or not the structure extends from side to side. In addition to erections extending from side to side, the requirements for excluded spaces under regulation 2(5) are also applicable to structures that do not extend from side to side of the ship. In such

structures B means breadth of a structure that does not extend from side to side, measured in way of the opening (see Appendix 1 to the Convention).

Spaces open to the sea (regulation 6(3), issue 6.d)

9 Spaces open to the sea should not be excluded from the total volume of all enclosed spaces (V) if they are used for cargo and/or buoyancy purposes.

ANNEX 2

DRAFT UNIFIED INTERPRETATIONS OF THE 1969 TM CONVENTION FOR WHICH SOME AGREEMENT WAS REACHED BUT WHICH REQUIRE FURTHER CONSIDERATION*

ARTICLES OF THE CONVENTION

Length (article 2(8), issue 1.c)

1 Where more than one rudder is fitted, then the rudder stock which is to be considered when determining the length should be taken as the aftermost rudder stock.

Length (article 2(8), issue 1.b)

2 The 96 per cent overall length should be used for ships that do not have a clearly defined stem or stern, such as column-stabilized units, submersibles, floating docks and similar ships. (*Replacement text for A.2(8)-2*)

REGULATIONS OF THE CONVENTION

Excluded spaces (regulation 2(5), issue 4.d)

3 Grates covering side or end openings should not be considered as means of closure when applying this regulation.

4 Similarly, [open] spaces directly below a bridge wing structure should be treated as enclosed but excluded spaces based on principles described in regulation 2(5). (*Appended text for R.2(5)-1*)

Excluded spaces (regulation 2(5)(c), issue 5.e)

5 The height of the erection should be taken as the height between decks in way of the opening. If the height between the decks at the position of the opening is not constant (i.e. stepped or sloped), the maximum height at the opening should be taken as the referenced height.

Excluded spaces (regulation 2(5)(d), issue 5.f)

The term "immediately below" means extending from the deck in which the opening occurs to the lower boundary of the opening being considered. Openings which penetrate the upper deck (as defined in regulation 2(1)) are only excluded to the line of the upper deck.

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In this document, the cited interpretations (e.g. A.2(8)-1) refer to those identified in annex 2 to SLF 55/9. Unless otherwise noted, all interpretations are newly introduced interpretations.

ANNEX 3

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 ALSO 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 FURTHER 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, while recognizing 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 ALSO 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 FURTHER 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 the SOLAS, STCW and MARPOL 73/78 Conventions made subsequent to the adoption of resolutions A.494(XII), A.540(13) and A.541(13) have led to misunderstandings 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 Interim Schemes for Tonnage Measurement, 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 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 (12 to 21 June 2013)], and the Marine Environment Protection Committee, [at its sixty-fifth session (13 to 17 May 2013)],

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).

* * *

ANNEX

**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 (TM69) and Interim Schemes for Tonnage Measurement, as set forth in the *Revised Interim Scheme for tonnage measurement for certain ships* (resolution A.494(XII) for SOLAS), and *Interim Scheme for tonnage measurement for certain ships for the purposes of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto* (resolution A.541(13)), 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 Interim Schemes for Tonnage Measurement 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 1994¹. 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 Schemes for Tonnage Measurement 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 for Tonnage Measurement, resolution A.540(13) for the STCW Convention, is no longer applicable as a result of the 1995 amendments to STCW Convention.

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 18 July 1994, the 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 SOLAS regulation XI-2/2.1.1.2, 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:

² Refer to the Interim Scheme for the compliance of certain cargo ships with the special measures to enhance maritime security (MSC/Circ.1157) for additional details. The Interim Scheme for the compliance of certain cargo ships and special purpose ships with the management for the safe operations of ships (MSC.1/Circ.1231) similarly addresses use of national tonnages in applying the SOLAS ISM Code.

"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 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 its 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.
