



IMO

MARITIME SAFETY COMMITTEE -
61st session
Agenda item 20

ANY OTHER BUSINESS

Exemption of the volume of segregated ballast tanks from the gross tonnage.
Use of a supplementary tonnage certificate

Submitted by Norway

Segregated ballast (SBT) was introduced to protect the marine environment and IMO resolution A.388 (X), now resolution A.722 (17), has been implemented only by very few Administrations despite the urgency and high priority the contracting governments to MARPOL placed on the resolution when it was adopted by IMO on 14 November 1977.

A contributing factor for not implementing the principles of this resolution may be that it is not so easy for a non-expert to determine whether a tank qualifies as a segregated ballast tank or not.

Having in mind the importance of the above-mentioned resolution and the present status of non-compliance with it, it is found necessary to revert to this matter, and with the purpose to speed up the practical application of the resolution within a short period of time we propose to issue a supplementary tonnage certificate in which the volume of segregated ballast tanks are exempted from the gross tonnage (see enclosed draft certificate). In this regard it is necessary to determine exactly the conditions for a tank to be designated as a SBT-tank by changing the resolution A.722(17) to a certain extent.

Recognizing the fact that the whole enclosed volume of a ship is the basis for the gross tonnage, we nevertheless see it as a compelling need to put forward the above proposal due to the difficulties encountered by SBT tankers to have such volumes exempted by most port authorities in the world.

W/8132e*

ANNEX

CERTIFICATE

INTERNATIONAL TONNAGE CERTIFICATE (1969)

(Official seal)

Issued under the provisions of the International Convention on Tonnage Measurement of Ships, 1969, under the authority of the Government of
and IMO-Resolution A722(17),

.....
 (full official designation of country)

for which the Convention came into force on.....19....

by
 (full official designation of the competent person or organization recognized under the provisions of the International Convention on Tonnage Measurement of Ships, 1969)

Name of Ship	Distinctive Number or Letters	Port of Registry	*Date

* Date on which the keel was laid or the ship was at a similar stage of construction (Article 2(6)), or date on which the ship underwent alterations or modifications of a major character (Article 3(2)(b)), as appropriate.

MAIN DIMENSIONS

Length (Article 2(8))	Breadth (Regulation 2(3))	Moulded Depth amidships to Upper Deck (Regulation 2(2))

THE TONNAGES OF THE SHIP ARE:

GROSS TONNAGE.....

NET TONNAGE

This is to certify that the tonnages of this ship have been determined in accordance with the provisions of the International Convention of Tonnage Measurement of Ships, 1969 and with IMO-Resolution A722(17) of 6 November 1991 now implemented.

Issued at 19....
 (place of issue of certificate) (date of issue)

.....
 (signature of official issuing the certificate)
 and or
 (seal of issuing authority)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

.....
 (Signature)

SPACES INCLUDED IN TONNAGE					
GROSS TONNAGE			NET TONNAGE		
Name of Space	Location	Length	Name of Space	Location	Length
Underdeck	—	—			
EXCLUDED SPACES (Regulation 2(5)) An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces.			NUMBER OF PASSENGERS (Regulation 4(1)) Number of passengers in cabins with not more than 8 berths Number of other passengers		
			MOULDED DRAUGHT (Regulation 4(2))		
Date and place of original measurement					
Date and place of last previous remeasurement					
REMARKS:					