



SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 28th session
Agenda item 8

IMO

IMPLEMENTATION AND INTERPRETATION OF
THE 1969 TONNAGE CONVENTION

Submitted by the International Chamber of Shipping (ICS)

1 The Sub-Committee on Subdivision, Stability and Load Lines, at its twenty-seventh session, approved harmonized interpretations related to the 1969 Tonnage Convention. The interpretations were subsequently transmitted to the forty-sixth session of the Maritime Safety Committee when the text was improved by a working group and agreed for circulation to Contracting Governments to the Convention (TM/Circ.28).

2 Included in the harmonized interpretations under the heading, "Definition of terms used in the Annexes (Regulation 2)", paragraph 4.7, "Cargo Spaces", is the following:

"7.1 The volume of the segregated ballast tanks should not be included in V_c provided they are not to be used for cargo".

3 At its twenty-seventh session, the Sub-Committee on Subdivision, Stability and Load Lines discussed whether dedicated clean ballast tanks should be treated in the same way as segregated ballast tanks. It was noted (STAB 27/13, paragraph 7.10), that ships complying with Regulation 13A of Annex I of the 1978 Protocol to the 1973 MARPOL Convention are required to be certified, indicating, inter alia, those tanks which have been designated solely to the carriage of clean ballast. On the basis of this requirement, the Sub-Committee agreed that it might be reasonable to treat dedicated clean ballast tanks in the same way as segregated ballast tanks. The Sub-Committee agreed to consider this question at the next session.

4 ICS submits that, on the basis of the above discussions, and in the light of the adoption of the interpretations, as amended by the Maritime Safety Committee, it would be reasonable to add dedicated clean ballast tanks to the definitions of "Cargo Spaces".