



IMO

SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 36th session
Agenda item 13

LIVESTOCK CARRIERS

Tonnage measurement of livestock carriers

Submitted by the United States

1 At the 58th session of the Maritime Safety Committee, the Italian delegation raised an issue concerning the application of the International Tonnage Convention, 1969 (ITC) to vessels designed to carry livestock. The Committee requested more information from the Italian delegation and instructed the SLF Sub-Committee to deal with the matter. Additional information (SLF 35/13) was submitted by the Italian delegation; however, the SLF Sub-Committee could not arrive at a conclusion and decided to establish an intercessional correspondence group, coordinated by the Netherlands, to further investigate the matter.

2 The correspondence group compiled a report (SLF 36/13) dated October 25, 1991. The report addressed the application of the ITC to vessels designed to carry livestock. The problem concerns the measurement of the spaces above the upper deck constructed for stowing livestock. The Italian delegation proposed that covered spaces located above the upperdeck, fitted with corrals to transport cattle, be treated as open space under regulation 2(5)(b), and not included in the tonnage of the vessel.

3 The United States position on this matter is that spaces protected from the elements by decks and/or bulkheads designed for containing livestock, regardless of location, should be included in the tonnage of the vessel. We base our position on the following:

(a) Space bounded by open rails, or a bulwark and curtain plate can be excluded from tonnage under regulation 2(5)(b) only if the open rails, or bulwark and curtain plate are fitted at the side of the vessel. The corrals under discussion require interior boundaries which do not meet the structural requirements of regulation 2(5)(b).

(b) Regulation 2(5) requires that all spaces, whether or not excluded under Regulation 2(5)(b), be included in tonnage if that space is protected from the elements by decks or bulkheads and fitted with a means to secure cargo. Since the cattle are cargo, and the corrals provide a method to secure that cargo, the space cannot be excluded from tonnage.

4 We see no difference between the use of shelves to store cargo/stores and the use of corrals to secure cattle (as cargo) for transport. We do not agree that economics should be a deciding factor to determine if a space should be included in the tonnage of a vessel. In our opinion this action would undermine the purpose of the ITC.

5 It is our concern that if spaces designed and fitted to transport cattle as described in the Italian proposal are treated as open spaces, vessel designers will be encouraged to employ designs similar to the open shelter deck concept which was deemed by IMCO in the 1960s to be an unsafe design.

6 The intent of the ITC was to provide a uniform description of the main characteristics and tonnages for all types of vessels. If it is determined that other international conventions or national laws based on ITC tonnage should not apply to vessels of a unique service, a country should consider adjusting the national law or submitting a proposal to IMO to adjust the other convention, instead of altering the ITC.