



SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING VESSELS
SAFETY
46th session
Agenda item 15

SLF 46/15/2
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ANY OTHER BUSINESS

Open-top containerships

International Convention on Tonnage Measurement of Ships, 1969

Submitted by The Netherlands

SUMMARY

Executive summary: The Netherlands has taken notice of a number of initiatives and developments regarding the tonnage measurement of open-top containerships. Taking into account the outstanding safety record of these kind of ships and the economic adverse effects of the present tonnage measurement system, The Netherlands would like to discuss the possibilities for a change in the short term of this situation and the possibilities for a major review of the tonnage measurement methodology. This document comments on document SLF 46/15/1 and is submitted in accordance with paragraph 45.6 of the Guidelines on the organization and method of work

Action to be taken: Paragraph 10

Related documents: ITC 1969 Convention, TM.5/Circ.4 and SLF 46/15/1

1 The Netherlands has with great interest taken notice of the submission by Germany (SLF 46/15/1) with regard to open-top containerships and their tonnage figures. It also has taken notice of the actions by a flag State that, according to press statements, issued tonnage certificates based on an adjusted approach to tonnage measurement for open-top container ships.

2 The Netherlands would like to stress the importance of lifting the economic disadvantages linked to the present methodology for the measurement of tonnage for open-top containership in comparison with closed hatched ships.

3 The track record of the open-top containerships flying the Dutch flag in terms of safety is impressive. Lifting of the economic disadvantages mentioned under paragraph 2 could contribute to a more favorable exploitation record of this kind of ships and persuade ship owners to invest in this kind of ships.

4 The Netherlands has also taken notice of the discussions within the ILO relating to the adverse effects of the present tonnage measurement on the onboard living conditions for the crew. Especially the adverse effects of the present tonnage measurement on the crew accommodation are regarded within the ILO as something to be solved.

5 The Netherlands has noted that the ILO is suggesting that the tonnage measurement system should be changed; more specifically that the crew accommodation should be excluded from the 1969 Convention on tonnage measurement of ships.

6 The trend in the industry towards bigger containerships will on the longer term lead to different types of containerships, that will pose more and more questions on the 1969 Convention.

7 The Netherlands would like to suggest, in view of the above-mentioned developments, to have a fundamental discussions on the consequences of these developments for the 1969 Convention and on the 1994 interpretations of this Convention. The possibilities of a tonnage measurement that is no longer based on enclosed volumes should be studied.

8 In the meantime the possibility of a pragmatic approach to the open-top containerships now in service and for new buildings, should there be any, should be considered. The approach developed by Lloyd's Register for the open-top containerships flying the flag of a Member State and of The Netherlands should be allowed as a base to issue a new tonnage measurement certificate.

9 The LR study for the P&O Nedlloyd ships will be made available at the session. Any comments on this study would be appreciated.

Action requested of the Sub-Committee

10 The Sub-Committee is invited to discuss the way to deal with the tonnage measurement of open-top containerships on the short term and discuss the possibilities of a revised tonnage measurement methodology.
