

A-11: INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS

Name of the convention: International Convention on Tonnage Measurement of Ships

Acronym or short name: Tonnage

International organisation in charge of it: International Maritime Organization (IMO)

Summary description (in plain language): The Convention, adopted by IMO in 1969, was the first successful attempt to introduce a universal tonnage measurement system.

The Convention provides for gross and net tonnages, both of which are calculated independently. The rules apply to all ships built on or after 18 July 1982 - the date of entry into force - while ships built before that date were allowed to retain their existing tonnage for 12 years after entry into force, or until 18 July 1994.

This phase-in period was intended to ensure that ships were given reasonable economic safeguards, since port and other dues are charged according to ship tonnage. At the same time, and as far as possible, the Convention was drafted to ensure that gross and net tonnages calculated under the new system did not differ too greatly from those calculated under previous methods.

The Convention meant a transition from the traditionally used terms gross register tons (grt) and net register tons (nrt) to gross tons (GT) and net tons (NT).

Gross tonnage forms the basis for manning regulations, safety rules and registration fees. Both gross and net tonnages are used to calculate port dues.

The gross tonnage is a function of the moulded volume of all enclosed spaces of the ship. The net tonnage is produced by a formula which is a function of the moulded volume of all cargo spaces of the ship. The net tonnage shall not be taken as less than 30 per cent of the gross tonnage

The convention contains Annexes concerning regulations for determining gross and net tonnages of ships; international tonnage certificate.

Date of first approval: 23 June 1969

Date of coming into force: 18 July 1982

Dates of revision: no

Reasons of revisions: no

Applicability (situation of ratification): The present convention shall come into force 24 months after the date on which not less than 25 Governments of States the combined merchant fleets of which constitute not less than 65 % of the gross tonnage of the world's merchant shipping have signed without reservation as to acceptance or deposited instruments of acceptance or accession in accordance with article 16. The organization shall inform all Governments which have signed or acceded to the present Convention of the date on which it comes into force (art.17).

Stakes for ports: Ports of Contracting Parties can exercise their right to control vessel under the tonnage convention. The Port State Control Officers “duly authorized” can inspect ships in order to verify that the ship is provided with a valid international tonnage certificate; that the main characteristics of the ship correspond to the data given in the certificate (art.12). So, Port State Authority are involved in the inspection of ships.

Links with other conventions: [SOLAS](#), [LL](#), [SAR](#), [STCW](#), [SUA](#)

Key-words: tonnage, international voyage, gross tonnage, net tonnage, force majeure, certificate, inspection

Internet hyperlink with other website:

<http://www.imo.org/>

<http://www.comitemaritime.org/>

(full text) <http://www.admiraltylawguide.com/conven/tonnage1969.html>