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MARITIME SAFETY COMMITTEE
85th session
Agenda item 7

MSC 85/7/1
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SHIP DESIGN AND EQUIPMENT

Interpretation of the definition of bulk carrier

Submitted by the International Association of Classification Societies (IACS)

SUMMARY

<i>Executive summary:</i>	This document proposes a revised version of the draft resolution, as provided in the annex to document MSC 84/11/2, on the interpretation of the definition of bulk carrier. This is with a view to facilitating completion of the task before the Committee's <i>Ad Hoc</i> Working Group that will meet prior to MSC 85.
<i>Strategic direction:</i>	2
<i>High-level action:</i>	2.1.1
<i>Planned output:</i>	2.1.1.2
<i>Action to be taken:</i>	Paragraph 4
<i>Related documents:</i>	MSC 84/24 and Circular letter No.2886

Background

1 In accordance with Circular letter No.2886, and in particular paragraph 4 of this document, this document is submitted for consideration by the *Ad Hoc* Working Group on Interpretation of the Definition of Bulk Carrier, which has been scheduled to meet on Monday, 24 November and Tuesday, 25 November 2008.

2 In general, IACS agrees with the draft resolution proposed in the annex to document MSC 84/11/2. This submission provides comments on the text of this draft resolution and makes proposals for some changes to this text as shown in the annex to this document.

For reasons of economy, this document is printed in a limited number. Delegates are kindly asked to bring their copies to meetings and not to request additional copies.

Discussion

3 By way of explanation to the changes proposed to the original text of the resolution, IACS would offer the following comments:

- .1 IACS understands that “urea” is extremely corrosive when moisture is present and therefore does not support it as an excluded cargo in paragraph 1.5 of the draft resolution;
- .2 IACS is of the view that both principles in document DE 50/25/6 (cargoes that are non-corrosive in nature **and** which are loaded and self-unloaded solely by methods which do not expose the ship to the extent of structural damages caused by grabs) should be used as the basis for the “exclusions”. Accordingly the ending of paragraphs 1.3.1 and 1.5 of the draft resolution have been revised;
- .3 IACS believes that the economic disincentives of a B-increased freeboard have little or no bearing on the risks associated with these multi-purpose type ships carrying dry cargo in bulk. For example, increased freeboards will certainly reduce the amount of water shipped over the bow and the frequency of boarding seas, but these risks are respectively and more soundly addressed by the increased bow height and reserve buoyancy requirements under the 1988 Protocol to the International Convention on Load Lines. Increased hatch cover strength is also afforded by this Protocol. In light of the above safety enhancements, paragraph 1.6 of the draft resolution has been revised to refer to a Type B freeboard;
- .4 the proposed applicability of the regulations given in the table under paragraph 1.6 of the resolution takes into consideration that the risks associated with ships carrying dry cargo in bulk are different according to each ship’s structural configuration and cargoes carried. This is illustrated, for example, when one recognizes the structural survivability requirements in SOLAS chapter XII, which were developed for single side-skin bulk carriers with topside and hopper side tanks;
- .5 illustrative examples are proposed in a new paragraph 1.7 of the resolution to convey to the reader in a clear fashion the vessels discussed in paragraph 1.6; and
- .6 it is proposed that a new paragraph 1.8 of the resolution is added to provide transparency for the action that an Administration may take in implementing the provisions of this resolution.

Action requested of the *Ad Hoc* Working Group

4 The *Ad Hoc* Working Group is invited to consider the comments above and the proposed resolution contained in the annex and take action as appropriate.

ANNEX

**DRAFT MSC RESOLUTION
REVISED INTERPRETATION OF THE TERM “BULK CARRIER”
AS DEFINED IN SOLAS REGULATION IX/1.6**

(Proposed additions/deletions to the annex of document MSC 84/11/2)

~~**Guidance for application of SOLAS chapter XII and resolution A.744(18)
to bulk carriers built on or after [...]**~~

**Guidance for application of SOLAS
to ships built on or after [...] which occasionally load dry cargo in bulk**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING that the 1997 SOLAS Conference adopted chapter XII of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning additional safety measures for bulk carriers,

NOTING FURTHER that SOLAS chapter XII which entered into force on 1 July 1999 has since been revised by the adoption of resolution MSC.179(70),

NOTING FURTHER that definitions of the term “bulk carrier” exist both in SOLAS chapters IX and XII,

DESIRING to ensure that all Contracting Governments to the 1974 SOLAS Convention continue to implement SOLAS chapters IX and XII in a consistent and uniform manner,

RECOGNIZING, therefore, the need to establish, for that purpose, guidance on applications of, and interpretations to, the relevant provisions of that chapter,

1. URGES Governments concerned to:

.1 ensure that ships to which SOLAS regulation XII/4.3 applies are not permitted to be subject to the provisions of SOLAS regulation XII/9 by means of modifications that would render non-watertight one or more watertight transverse bulkheads;

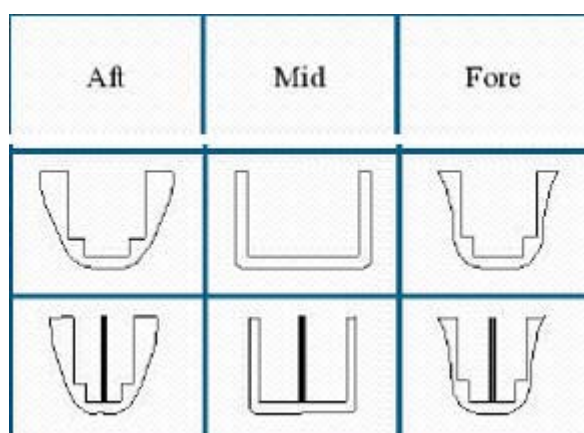
.2 interpret the provisions of SOLAS regulation XII/10.2 as follows:

“For bulk carriers of 150 m in length and upwards of single-side skin construction constructed before 1 July 1999, any cargo carried on or after the implementation date specified in regulation 3 and declared to have a density within the range of 1,250 to 1,780 kg/m³ should have its density verified by an accredited testing organization, unless such bulk carriers comply with all the relevant requirements of this chapter applicable to the carriage of solid bulk cargoes having a density of 1,780 kg/m³ and above”;

- .3 interpret the term “*bulk carrier*” and its definition as follows:
- .1 “*primarily to carry dry cargo in bulk*” means primarily designed to carry dry cargo in bulk and to transport cargoes which are carried, and loaded or discharged, in bulk, and which occupy the ship’s cargo spaces exclusively or predominantly. ~~“Loaded or discharged in bulk” means by pneumatic elevator, conveyor, grab or similar bulk handling device;~~
- .2 “*includes such types as ore carriers and combination carriers*” and “*constructed generally with single deck, top-side tanks and hopper side tanks in cargo spaces*” means that ships are not considered outside the definition of bulk carriers on the grounds that they are not ore or combination carriers or that they lack some or all of the specified constructional features;
- .4 note with respect to the above definitions that bulk carriers may be permitted to carry cargoes which are not loaded or discharged in bulk, and to remain bulk carriers while so doing;
- .5 in order to avoid the inappropriate application of provisions of chapters IX and XII to certain dedicated ship types, exclude from the scope of cargoes deemed, for the purpose of determining ship type, to be dry cargoes carried in bulk:
- .1 woodchips; ~~{or}~~ and
- .2 cement; ~~{or}~~ ~~{and}~~
- ~~.3 — urea}; and~~
- provided that loading and unloading is carried out by pneumatic pumping, conveyor systems and the like which do not expose the ship to the extent of structural damages caused by grabs, power shovels and other means which frequently damage cargo hold structures;
- .6 note that ~~double hulled ships (where “double hulled” is as defined in SOLAS chapter XII in relation to bulk carriers)~~ a ship of double-side skin construction (where “double-side skin construction” is as defined in SOLAS chapter XII in relation to bulk carriers) intending to occasionally carry dry bulk cargoes whose Load Line Certificate shows freeboard assigned as “Type B with increased freeboard” such that the assigned freeboard is not less than that which results from using the tabular freeboard of table B in regulation 28 of the International Convention on Load Lines, 1966, increased by [60%] of the difference between the B and A tabular values for the appropriate ship length, “Type B” do not need to not be considered as a bulk carrier, and are permitted to carry occasionally carry dry bulk cargoes providing that the following regulations are met as applicable to the cargo being carried:

SOLAS regulation	Applicability
Reg II-1/3-6 (Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers)	{To be agreed} <u>No, based on definition in II-1/3-6</u>
Reg III/31 (Survival craft and rescue boats)	{To be agreed} <u>No</u>
Reg XI-1/2 (Enhanced surveys)	{To be agreed} <u>No</u>
Reg XII/4 (Damage stability requirements bulk carriers $\geq 150\text{m}$)	{To be agreed} <u>No</u>
Reg XII/5 (Structural strength of bulk carriers)	{To be agreed} <u>No</u>
Reg XII/6.1 (Structural survivability and other requirements for bulk carriers)	{To be agreed} <u>No</u>
Reg XII/6.2 to 6.4 (Structural survivability and other requirements for bulk carriers)	<u>[Yes]</u>
Reg XII/7 (Survey and maintenance of bulk carriers)	{To be agreed} <u>No</u>
Reg XII/8 (Information on compliance with requirements for bulk carriers)	{To be agreed} <u>No</u>
Reg XII/9 (Requirements for bulk carriers not being capable of complying with regulation 4.3 due to the design configuration of their cargo holds)	{To be agreed} <u>No</u>
Reg XII/10 (Solid bulk cargo density declaration)	{To be agreed} <u>Yes</u>
Reg XII/11 (Loading instrument)	{To be agreed} <u>Yes</u>
Reg XII/12 (Hold, ballast and dry space water ingress alarms)	{To be agreed} <u>Yes</u>
Reg XII/13 (Availability of pumping systems)	{To be agreed} <u>Yes</u>
Reg XII/14 (Restrictions from sailing with any hold empty)	{To be agreed} <u>No</u>

.7 note that the ships referred to in paragraph 1.6 above are commonly arranged with tween decks or have discontinuities of the inner shape of the cargo hold area in the fore and aft region as illustrated below; and



.8 annotate the ship type on relevant certificates with “[cargo ship (dry bulk cargo)]”
for ships complying with the provisions of paragraph 1.6 above.

2. INVITES Governments concerned to bring the contents of this resolution to the attention of all parties concerned.
