



MARITIME SAFETY COMMITTEE  
84th session  
Agenda item 11

MSC 84/11/8  
18 March 2008  
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## SHIP DESIGN AND EQUIPMENT

### Definition of the term “bulk carrier”

Submitted by the International Association of Dry Cargo Shipowners (INTERCARGO)

#### SUMMARY

<i>Executive summary:</i>	This document comments on the submission by Norway (MSC 84/11/2) with regard to the definition of a bulk carrier
<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 6
<i>Related documents:</i>	DE 51/28, MSC 84/11/2 and MSC 84/11/3

1 This document is submitted in accordance with the provisions of paragraph 4.10.5 of the guidelines on the Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies, (MSC-MEPC.1/Circ.1). This document provides comments on document MSC 84/11/2, submitted by Norway, with regard to the efforts made at DE 51 to agree an interpretation of the term “bulk carrier”.

2 Intercargo represents owners with both traditional bulk carriers and ships that occasionally carry dry cargo in bulk. Hence, we are aware, through the first hand experience of our members, of the need for a definition that will support traditional bulk carrier owners yet does not hinder the occasional trades in non-traditional vessels – allowing both trades to be conducted safely.

3 In the context of recent discussion as summarized in documents MSC 84/11/2 and MSC 84/11/3, Intercargo believes that:

- .1 if a ship is primarily designed to carry dry cargoes in bulk, that is, it is designed in the first instance around dry bulk cargoes, then it should be designated a bulk carrier and comply with the pertinent requirements of SOLAS including chapter XII; and

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- .2 when a ship is primarily designed to carry other cargoes, for example designed around containers and break bulk, and only occasionally carries dry bulk cargo then it is not appropriate to use the bulk carrier designation. However, any additional risks associated with the carriage of dry bulk cargoes in such a ship should be identified and appropriately regulated.

4 The progress made at DE 51, encapsulated in the Norwegian submission MSC 84/11/2, proposes a resolution for new ships that interprets the term bulk carrier and incorporates certain exemptions including some dedicated ship types (i.e., woodchip carriers) and double-hulled ships with B+ freeboards providing certain risk mitigating regulations (as applicable to the cargo being carried) are met. Intercargo believes that this approach provides a sound basis for further consideration.

5 Intercargo also shares the view that clarification of the definition is an urgent matter in order to provide clarity for industry, and urges the Committee to progress this issue as far as practicable at MSC 84.

#### **Action requested of the Committee**

- 6 The Committee is invited to consider the above and take action as appropriate.
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