

20th June, 2016.

NOTICE ON SOLAS VERIFIED GROSS MASS (VGM) IMPLEMENTATION

Dear Valued Customers,

We refer to various workshops and publications by Kenya Maritime Authority with regard to SOLAS VGM Advisories, we would like to draw your immediate attention to the Local Procedures per below details which will come into effect from 1st July 2016. Your full understanding and compliance is critically important for the loading of shipments. Below are the key points to be noted;

Principle per IMO regulation:

1. NO VGM, NO LOADING.
2. Shipper on Ocean Bill of Lading is responsible to provide valid VGM.
3. VGM Declaration should be signed and stamped by either the shipper or a person duly authorized by shipper.

Local Reference: The process to be followed as per SOP published by Kenya Maritime Authority which is available as per below.

- Kenya SOLAS Brochure.pdf
- Kenya SOP For SOLAS Container Weight Verification Processes V1 1.pdf

Effective date: All boxes to be loaded onto vessel sailing from Mombasa on **1st July 2016**

The process should be directly handled by the shipper and handover it to terminal for acceptance of cargo for loading. Line will not be responsible for shut out of units due to non-compliance.

We as line also require VGM declared by the shipper as per attach template. This should be sent to us via email or by soft copy as soon as the containers are handed over at the port.

Please don't hesitate to contact us if any queries.

Thanks again for your continued support.

For Emirates Shipping (E.A) Ltd,

As agents for carrier,
Emirates Shipping Line DMCEST



**KENYA MARITIME
AUTHORITY**

For safe and efficient water transport



S O L A S

Container Weight Verification Requirements



KENYA MARITIME AUTHORITY

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ISO 9001: 2008 CERTIFIED



What is SOLAS container weight verification regulations all about?

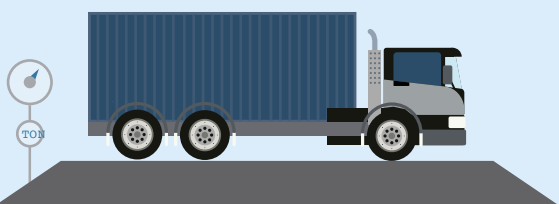
- ▶ It is a mandatory amendment to the international law governing safety of life at sea coming into force on 1st July 2016

Requires shipper to verify the gross mass of the container

NO CONTAINER WITHOUT VERIFIED GROSS MASS (VGM) IS TO BE LOADED ONTO THE SHIP

WEIGHING METHODS

1



Use calibrated and certified equipment to weigh the loaded/packed container. Shipper using this method is to be registered by Kenya Maritime Authority

2



Weigh each item including its packaging, palletting, dunnage, securing gears etc to be packed into the container; add the sum to the empty mass of the container to get the VGM. Shippers using this method are to be approved by the Kenya Maritime Authority

VGM COMMUNICATION REQUIREMENT

- ▶ The shipper to ensure the VGM of the container is stated in the duly signed shipping document.
- ▶ The shipping documents are to be submitted sufficiently in advance to the shipping line agents and the port authority



WHAT HAPPENS IN CASE OF NON COMPLIANCE?

- ▶ The container shall not be loaded into the ship
- ▶ Approval or registration of the shipper may be withdrawn





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[EXPORTS DOCUMENTATION/OPERATIONS UNDER SOLAS WEIGHT VERIFICATION RULE]

STANDARD OPERATING PROCEDURE

Version 1.1

1. INTRODUCTION

Background

The mandatory amendments to the International Convention for the Safety of Life at Sea (SOLAS) Chapter VI, Part A, regulation 2 - Cargo information were adopted in November 2014 by IMO's Maritime Safety Committee meeting (MSC 94), regarding the mandatory container gross mass verification together with associated guidelines published as MSC.1/Circ. 1475 as amended. These amendments will come into force from 1st July 2016.

The amendments were in recognition of the problems associated with mis-declared cargo weights within the supply chain such as:

- Damage to the port terminal facilities
- Railway and road damage and endangering the safety of users
- Uneven weight distribution across the ship, which may cause instability and damage to the ship and cargo.
- Lost and damaged containers at sea causing environmental concerns.
- Impact on the health and safety of crew and stevedores.

The shipping supply chain consists of a number of different Organisations that work in succession to produce, transport and deliver goods from the supplier to the customer. To ensure compliance with these SOLAS provisions, players within the supply chain will be required to adhere to the guidelines.

Purpose of Document

The purpose of this document is to present the Standard Operating Procedures (SOP) for the below Procedures:

- a) Booking for space with the Shipping Line/Agent**
- b) Stuffing and Weighing process**
- c) Gate-in Process**
- d) Container Yard Receipt Process**
- e) Gate-Out (Withdrawal) process**

The SOP defines the interaction of above mentioned processes with other stakeholders and the ICDs involved in trade and logistics procedures.

Once signed-off and approved, the SOPs will serve as a roadmap to assist stakeholders, Terminal Operations and ICDs in implementation of the SOLAS convention amendment requirements. The document should be easily accessible to the users who interact with KWATOS or the Stakeholders/ICDs systems in one way or the other. The SOP should be used in conjunction with the KWATOS user guide and KMA guidelines and procedures for verification of the gross mass of packed containers for export that provides specific details regarding Exports procedures.

These processes and procedures pertain to Export full containers. As regards Empties, the current processes will be maintained.

LIST OF ABBREVIATIONS

SOP	-	Standard Operating Procedures
ICD	-	Inland Container Depot
KMA	-	Kenya Maritime Authority
KPA	-	Kenya Ports Authority
KSAA	-	Kenya Ships Agents Association

- KWATOS** - Kilindini Waterfront Automated Terminal Operations System
- BAPLIE** - Bayplan/Stowage Plan occupied and empty locations Message
- COARRI** - Container Discharge/Loading Report Message
- CODECO** - Container Gate-in/Gate-out Report Message
- SAP** - Systems Applications Product (ERP)
- ERP** - Enterprise Resource Planning
- CSC** - Safety Approval Plate - "Container Safe Convention" Plate
- POD** - Port of Discharge
- PUO** - Pick up Order

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Booking Process

Booking Process

SOP Number: 01	Title: Booking Process	
Revision No: 1	Effective Date: 01.07.2016	
Issued By:	Project Team	Date: 31.05.2016
Approved By:	KPA General Manager Operations	Date: 03.06.2016

A. OVERVIEW:

Booking process is done by the shipper.

B. SCOPE OF PROCEDURE:

The procedure entails Booking of space; the Booking process is a pre-requisite for stuffing of exports.

C. RESPONSIBILITIES:

- a. Shipper is responsible for the Booking process

D. REQUIREMENTS

Shipper must have all necessary documentation as required by the Government, County Governments and other relevant bodies.

E. PROCEDURE:

The steps below describe the Booking process; Details of interaction are available in the KMA guidelines and procedures for verification of the gross mass of packed containers for export.

a. Submission of shipping application - PO1

The shipper will be required to send a shipping application to the shipping Line/Agent stating the full cargo details, destination, intended vessel, Shipper, Consignee and provisional weights.

b. Container release and shipping order - PO2

The shipper will be issued with the release order for purposes of picking the empty container(s) from the depot.

The shipping order is issued to the shipper for purposes of the ensuing processes with Customs, Port Authority and other agencies.

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Stuffing and Weighing Process

Stuffing and Weighing Process

SOP Number: 02	Title: Stuffing and Weighing Process	
Revision No: 1	Effective Date: 01.07.2016	
Issued By:	Project Team	Date: 31.05.2016
Approved By:	KPA General Manager Operations	Date: 03.06.2016

A. OVERVIEW:

Stuffing and weighing process is done by the shipper.

B. SCOPE OF PROCEDURE:

The procedure entails Stuffing and Weighing of cargo; the Stuffing and Weighing process is a pre-requisite for gate-in of exports.

C. RESPONSIBILITIES:

- a. Shipper is responsible for the Stuffing and Weighing process

D. REQUIREMENTS

Shipper must have all necessary documentation as required by the Government, County Governments and other relevant bodies.

E. PROCEDURE:

The steps below describe the Stuffing; Details of interaction are available in the KMA guidelines and procedures for verification of the gross mass of packed containers for export.

a. Method 2 - PO1

1. Method 2, allows the weighing of all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, to determine the gross mass of the packed container using a certified method approved as prescribed in section 6.

2. The method used for weighing the container's contents under Method 2 is subject to certification and approval by the competent authority of the State in which packing and sealing of the container was completed.
3. In Kenya, Kenya Maritime Authority will coordinate the certification and approval of shippers and third parties under method 2.
4. The weighing equipment used to verify the weights of individual packages, dunnage, lashing materials and pallets by the shipper or the third party must have a valid calibration certificate issued by an accredited organisation.
5. Individual, original sealed packages that have the accurate mass of the packages and cargo items (including any other material such as packing material and refrigerants inside the packages) clearly and permanently marked on their surfaces, do not need to be re-weighed when they are packed into the container.
6. Any third party that has performed some or all of the packing of the container should inform the shipper of the mass of the cargo items and packing and securing material that the party has packed into the container in order to facilitate the shipper's verification of the gross mass of the packed container under Method 2.
7. For certain types of cargo items (e.g. scrap metal, un-bagged grain and other cargo in bulk) where individual weighing of the items to be packed in the container is impractical and usage of method 2 is inappropriate, method 1 shall be used.
8. If a container is packed by multiple parties or contains cargo from multiple parties, the shipper is responsible for obtaining and documenting the verified gross mass of the packed container. If the shipper chooses Method 2 to obtain the verified gross mass, the shipper is then subject to all the conditions given in section 6
9. Notwithstanding, the requirements of the Code of Practice for Packing of Cargo Transport Units (CTU Code) as detailed in (MSC.1/Circ.1497) in relation to load distribution should be followed.

b. Method 1 - PO2

1. Upon the conclusion of packing and sealing a container, the shipper may weigh, or have arranged that a third party weighs, the packed container using calibrated and certified equipment.
2. In Kenya, the weights and measure department is responsible of certifying weighing equipment;
3. Shippers or third parties using method 1 are not required to be registered by the Kenya Maritime Authority, however shippers must be able, upon request by the KMA or other body, to provide both of the following:
 - I. Evidence that the weighing equipment has been supplied/maintained for the purpose of determining the VGM of a loaded container and is capable of producing a 'ticket' (physical or electronic record). Each 'ticket' must include the container number, the VGM of the container, and be supported by procedures for, and records of, any calculations which have been made. If this information is produced as an electronic record, it is essential itemised records are able to be provided for audit purposes without delay and able to be produced as a paper document, if requested.
 - II. Records kept of maintenance and verification (calibration) procedures, including any corrective / remedial actions taken.

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Gate-In Process

Gate-In Process

SOP Number: 03	Title: Gate-In Process	
Revision No: 1	Effective Date: 01.07.2016	
Issued By:	Project Team	Date: 31.05.2016
Approved By:	KPA General Manager Operations	Date: 03.06.2016

A. OVERVIEW:

Gate-In process is managed by KPA in KWATOS.

B. SCOPE OF PROCEDURE:

The procedure entails creation of Pre-advice and the gate-in process; the Pre-advice and gate-in process is a pre-requisite for acceptance of containers in the Port.

C. RESPONSIBILITIES:

- a. KPA is responsible for the gate-in process

D. REQUIREMENTS

KPA must be registered by the Government through Parliament and County Governments.

E. PROCEDURE:

The steps below describe the creation of the Pre-advice and gate-in process; Details of interaction are available in the KWATOS user guide.

a. Create Pre-advice - PO1

The Shipper/Authorised Agent will be required to create the pre-advice in the KPA portal within the acceptance for exports period (7 days to arrival

of the vessel up to berthing of vessel) and electronically submit the details to KPA.

After stuffing of the container and before gate-in, the Shipper/Authorised Agent will be required to provide the VGM (Verified Gross Mass) in the pre-advice and electronically submit to KPA.

b. Validate Pre-advice - PO3

The pre-advice received from the Shipper/Authorised Agent will be validated and interfaced to SAP for payments. All required fields should have been presented by the Shipper/Authorised Agent before interface and in the correct manner.

c. Generate payment invoice - PO4

The Shipper/Authorised Agent will log into the Biller Direct module of KPA to view the invoices generated and make payments.

d. Gate-in operation and validation – PO5

At gate-in (Road and Rail from Kampala, Uganda), the KWATOS system will validate the:

- VGM weight as issued
- Approval/certificate number as issued
- All current Pre-advice validations

e. Generated Reports – PO6

After gate-in of the containers, electronic documents (CODECO) will be generated and sent to the Shipping Lines/Agents and KMA which will have information of the VGM.

During loading of the containers, electronic documents (COARRI) will be generated and sent to the Shipping Lines/Agents and KMA which will have information of the VGM.

After vessel operations, an electronic document (BAPLIE) will be generated and sent to the Shipping Lines/Agents which will also have information of the VGM.

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Container Yard Receipt Process

Container Yard Receipt Process

SOP Number: 04	Title: Container Yard Receipt Process	
Revision No: 1	Effective Date: 01.07.2016	
Issued By:	Project Team	Date: 31.05.2016
Approved By:	KPA General Manager Operations	Date: 03.06.2016

A. OVERVIEW:

Container Yard Receipt process is managed by KPA in KWATOS.

B. SCOPE OF PROCEDURE:

The procedure entails creation of Yard Plans and the Container Yard Receipt process; the Pre-advice and gate-in process is a pre-requisite for stacking of containers.

C. RESPONSIBILITIES:

- a. KPA is responsible for the Container Yard Receipt process

D. REQUIREMENTS

KPA must be registered by the Government through Parliament and County Governments.

E. PROCEDURE:

The steps below describe the creation of Yard Plans and the Container Yard Receipt process; Details of interaction are available in the KWATOS user guide.

a. Create Yard Plans - PO1

The KPA planners will have made yard plans for the export containers based on the booking forecasts from the shipping lines/agents. This is done 8 days before arrival of the vessel.

b. Receipt of container in the yard - PO3

The container is received in the yard after all Customs processes have been adhered to and released.

At the point of offloading, random weighing will be done:

1. Where non-compliance with the VGM rule is detected **(not within the +-5% of the declared weight and is above the weight indicated on the CSC plate)** the correct weight will be indicated in the KWATOS system and the certificate maintained in KPA records. Information will be sent to the Carrier to advise the Shipper of the non-compliance.

The container(s) will not be included in the vessel loading list and the gate-out process will be activated. (Refer to gate-out process)

2. Where non-compliance with the VGM rule is detected **(not within the +-5% of the declared weight and is below the weight indicated on the CSC plate)** the correct weight will be indicated in the KWATOS system and the certificate maintained in KPA records. Information will be sent to the Carrier to advise the Shipper of the non-compliance.

The container(s) will be included in the loading list after express authorisation to proceed with the loading is received from the Shipping Line/Agent.

3. Where there is compliance with the VGM rule **(within the +-5% of the declared weight and is within the weight indicated on the CSC plate)** the container(s) will be included in the loading list and a certificate will be maintained in KPA records.
4. Where non-compliance with the VGM rule is detected **(within the +-5% of the declared weight and is above the weight indicated on the CSC plate)** the correct weight will be indicated in the KWATOS system and the certificate maintained in KPA records. Information will be sent to the Carrier to advise the Shipper of the non-compliance.

The container(s) will not be included in the vessel loading list and the gate-out process will be activated. (Refer to gate-out process)

In cases of non-conformity and changes have to be effected to the Shipper/ Authorised Agent submitted VGM, as per standards, KPA will raise mis-declaration and alteration fees under Clause 16.28 and Clause 16.31 respectively as per the KPA Tariff to the account of the Shipper/Authorised Agent.

The final loading list will be communicated to the Carrier and non-compliant containers will also be shared with the Carrier.

After loading, electronic documents (COARRI) will be sent to the Shipping Lines/Agents with additional information of the VGM.

c. Stacking of Container in the yard - PO4

Containers are stacked in the yard based on the POD, Commodities and weight as agreed between KPA and the Carrier.

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[EXPORTS DOCUMENTATION/OPERATIONS UNDER SOLAS WEIGHT VERIFICATION RULE]

Gate-Out (Withdrawal) Process

Gate-out (Withdrawal) Process

SOP Number: 05	Title: Gate-out (Withdrawal) Process	
Revision No: 1	Effective Date: 01.07.2016	
Issued By:	Project Team	Date: 31.05.2016
Approved By:	KPA General Manager Operations	Date: 03.06.2016

A. OVERVIEW:

Gate-out (Withdrawal) Process is managed by KPA in KWATOS.

B. SCOPE OF PROCEDURE:

The procedure entails creation of Export Pick-Up Order process; the Export Pick-Up Order process is a pre-requisite for Gate-Out (Withdrawal) of containers.

C. RESPONSIBILITIES:

- a.** KPA is responsible for the Gate-out (Withdrawal) Process

D. REQUIREMENTS

KPA must be registered by the Government through Parliament and County Governments.

E. PROCEDURE:

The steps below describe the Gate-Out (Withdrawal) process; Details of interaction are available in the KWATOS user guide.

a. Create Export Pick-Up Order - PO1

The shipper/authorised agent, after receiving information of non-compliance to the Weight Verification Rule and shut-out of the container, will mail communication requesting withdrawal of the container(s).

The KPA personnel will prepare an Export PUO for the removal of the container from the Port.

b. Validate Export PUO - PO3

The Export PUO will be validated and interfaced to SAP for payments. All required fields will be as presented in the Pre-advice.

c. Generate payment invoice - PO4

The shipper/authorised agent will log into the Biller Direct module of KPA to view the invoices generated and make payments.

d. Gate-Out operation and validation – PO5

At gate-out (Road and Rail), the KWATOS system will validate the:

- Customs Release as the withdrawal should be sanctioned by Customs.
- Shipping Line/Agent release letter as the withdrawal should be sanctioned by the Carrier.
- Payment of KPA charges

e. Generated Reports – PO6

After gate-out of the container(s), electronic documents (CODECO) will be generated and sent to the Shipping Lines/Agents and KMA.