

TO all customers

Dear all clients

Good day

The International Maritime Organization (IMO) has amended the Safety of Life at Sea Convention (SOLAS) requiring all shippers to provide a Verified Gross Mass (VGM) for every packed shipping container as a condition for vessel loading.

The shipper is responsible for providing the Carrier and the Terminal Operator with the VGM of a packed container. The VGM must be provided by the shipper for the vessel and terminal operators to arrange for safe vessel/terminal stowage plans.

Under the SOLAS Amendment, the carrier or terminal operator are not responsible for verifying the shipper's weight verification.

There are 2 major methods prescribed by SOLAS regulations.

Method No. 1:

Shipper may weigh the packed container by using calibrated and certified equipment. The scale, weighbridge, lifting equipment or other devices used to verify the gross mass of the container must meet the applicable accuracy standards and requirements of the State in which the equipment is being used, per IMO Guidelines.

Method No. 2:

Shipper may weigh all packages and cargo items, including the mass of pallets, dunnage and other packing and securing material to be packed in the container, and add the tare mass of the container to the sum of the single masses of the container's content. Weighing equipment must meet the applicable accuracy standards and requirements of the State in which the equipment is being used, per IMO Guidelines.

All packed containers that are planned for loading to vessels have to be VGM certified using one of the two regulated methods for weighing per IMO SOLAS Amendment.

As VGM effective 1<sup>st</sup> July, all local export containers need to follow VGM procedures at Dalian. Please find below points need your attention, if any problem. Please contact us, thank you.

### 1<sup>st</sup> part – local procedures at Dalian

- 1- Shippers need to provide attached VGM format and declaration to state agency also copy us as well
- 2- State agency submit all VGM details to local terminals for loading
- 3- MSA will inspect VGM information randomly on board and re-weigh containers , if the gap cannot exceed -5%/+5% or 1 ton (treat less one ) and also must be not over max payload
- 4- If you cargos are inspected, re-weigh cost should collect from shippers or agent and if any further cost, we will inform.
- 5- Shippers need to get VGM details through certified organizations.

### 2<sup>ND</sup> Part – attachment details

- 1- VGM FAQ
- 2- Local announce
- 3- VGM format excel
- 4- Declaration

### 3<sup>rd</sup> part – currently focus problems

- 1- Pleases advise the place of weighing in declaration
- 2- Signature and stamp are needed
- 3- Please clarify the method of getting weight