



## Ningbo

### SOLAS VGM 操作规则

#### 1. 前言

根据国际海事组织海上安全委员“《1974 年国际海上人命安全公约》第 VI/2 条修正案”（以下简称“SOLAS VGM 公约”）的规定，从 2016 年 7 月 1 日起，要求载货集装箱在交付船舶运输前应当对其重量进行验证。为了严格执行 SOLAS VGM 公约，我司香港阿联酋船务(中国)有限公司委托船代上海华港国际船舶代理有限公司作为代理负责 VGM 的接收及转发。

#### 2. SOLAS VGM 公约的规定

本公约的目的是为了船公司、码头和船长在船舶配载时，能使用验证后的载货集装箱毛重（VGM），以确保船舶、人员、货物在海上航行时的总体安全。

公约规定从 2016 年 7 月 1 日起正式执行。

公约规定对于不提供 VGM；或者没有在规定的 VGM CUT-OFF 时间前提供 VGM 的载货集装箱不能装船。

公约规定由托运人负责提供经核准过的载货集装箱重量，如提供的 VGM 不准确，将由托运人承担由此导致的所有后果。

公约规定的称重方法 :由托运人自行或委托的第三方负责按以下方法进行称重 :

方法一“整体称重法” :在完成集装箱装箱和封条后 ,使用经校准的合格设备对载货集装箱进行称重。

方法二“累加计算法” :对所有货物组件及其包装进行称重 ( 包括集装箱内的托盘、衬垫和其他包装及系固材料 ) ,并将这些重量与集装箱的皮重相加。



附 : SOLAS VGM 公约



IMO SOLAS VGM.pdf

### 3. SOLAS VGM 操作流程

1、宁波舟山港集团有限公司下属各集装箱码头拟对所有开航时间为 7 月 1 日及以后的船舶开始执行。

2、宁波舟山港集团有限公司下属各集装箱码头所有 VGM 信息通过宁波港信息通信有限公司( 以下简称 :EDI 中心 )发送到码头 ,VGM 信息由托运人 ( 或其代理人 ) 发送给有承运人 ( 或其代理人 ) , 报文类型为 IFTVGM ; 再由承运人 ( 或其代理人 ) 统一发送给 EDI 中心 , 报文类型为 CTNVGM , 再由 EDI 中心发给码头。具体报文格式请参见

附件二。

3、出口重箱进入码头闸口时不强制要求有 VGM 信息。

4、集装箱 VGM 信息在码头放行前必须发送给码头，如码头未收到 VGM 信息，则不予放行。

5、集装箱 VGM 信息在码头放行前允许修改，并以该集装箱码头放行前最后一次报文信息为准。

6、国际中转箱以承运人( 或其代理人 )发送的舱单重量作为 VGM 信息，干线承运人 ( 或其代理人 ) 也需提供内支线中转集装箱 VGM 信息。

7、宁波舟山港下属各集装箱码头提供称重服务，但不强制，不提供“一车双箱”称重服务，码头在称重过程中产生的相应费用由码头向委托人收取，委托人可以是托运人或其代理人、承运人或其代理人，具体费率另行明确。

目前我司的操作方式为：

1. 各订舱代理 ( 一代 ) 发送 IFTVGM 报文给船代 ( 宁波外代 )，格式请见附件一；
2. CNTVGM 数据，由船代收集 IFTVGM 数据后，通过 EDI 发送给各个码头；
3. VGM 数据截点时间：船代暂不设截止时间，货代可随时发送及修改 VGM 数据，请具体视码头要求操作，码头要求放行前必须有 VGM 信息，否则无法放行，放行后则无法更改 VGM，除非取消放行后重新

操作；

附：1.宁波外代 VGM 报文格式以及报文规范



VGM清单(船公司).xls



IFTVGM报文规范.doc

2.宁波舟山港集团有限公司的公告及称重服务流程，请各家客户自行阅读及参考



宁波舟山港集团有限公司关于公布码头格式及说明文件.pdf 附件1：CTNVGM报文附件2：宁波舟山港VGM上传格式模板.pdf 附件3：宁波舟山港VGM上传格式模板.xls

如有问题请联系我司 Tel：87171892、87171835，87171839

特此通知，感谢支持与配合！

---

4 ALBERT EMBANKMENT  
LONDON SE1 7SR  
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1475  
9 June 2014

**GUIDELINES REGARDING THE VERIFIED GROSS MASS  
OF A CONTAINER CARRYING CARGO**

1 The Maritime Safety Committee, at its ninety-third session (14 to 23 May 2014), having considered the proposal by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its eighteenth session (16 to 20 September 2013), approved the *Guidelines regarding the verified gross mass of a container carrying cargo*, as set out in the annex.

2 The Guidelines are intended to establish a common approach for the implementation and enforcement of the SOLAS requirements regarding the verification of the gross mass of packed containers.

3 Member Governments are invited to bring the annexed Guidelines to the attention of all parties concerned.

\*\*\*



## ANNEX

### GUIDELINES REGARDING THE VERIFIED GROSS MASS OF A CONTAINER CARRYING CARGO

#### 1 Introduction

1.1 To ensure the safety of the ship, the safety of workers both aboard ships and ashore, the safety of cargo and overall safety at sea, the International Convention for the Safety of Life at Sea (SOLAS), as amended, requires in chapter VI, part A, regulation 2 that packed containers' gross mass are verified prior to stowage aboard ship. The shipper is responsible for the verification of the gross mass of a container carrying cargo (hereinafter "a packed container"). The shipper is also responsible for ensuring that the verified gross mass is communicated in the shipping documents sufficiently in advance to be used by the ship's master or his representative and the terminal representative in the preparation of the ship stowage plan. In the absence of the shipper providing the verified gross mass of the packed container, the container should not be loaded on to the ship unless the master or his representative and the terminal representative have obtained the verified gross mass through other means.

1.2 The purpose of these Guidelines is to establish a common approach for the implementation and enforcement of the SOLAS requirements regarding the verification of the gross mass of packed containers. The Guidelines provide recommendations on how to interpret and apply the provisions of the SOLAS requirements. They also identify issues that may arise from the application of these requirements and provide guidance for how such issues should be resolved. Adherence to these Guidelines will facilitate compliance with the SOLAS requirements by shippers of containerized shipments, and they will assist other parties in international containerized supply chains, including shipping companies and port terminal facilities and their employees, in understanding their respective roles in accomplishing the enhancement of the safe handling, stowage and transport of containers.

#### 2 Definitions

2.1 For the purpose of these Guidelines:

2.1.1 *Administration* means the Government of the State whose flag the ship is entitled to fly.

2.1.2 *Calibrated and certified equipment* means a scale, weighbridge, lifting equipment or any other device, capable of determining the actual gross mass of a packed container or of packages and cargo items, pallets, dunnage and other packing and securing material, that meets the accuracy standards and requirements of the State in which the equipment is being used.

2.1.3 *Cargo items* has the same general meaning as the term "cargo" in the International Convention for Safe Containers, 1972, as amended (hereinafter referred to as "the CSC"), and means any goods, wares, merchandise, liquids, gases, solids and articles of every kind whatsoever carried in containers pursuant to a contract of carriage. However, ship's equipment and ship's supplies<sup>1</sup>, including ship's spare parts and stores, carried in containers are not regarded as cargo.

---

<sup>1</sup> Refer to the *Revised recommendations on the safe transport of dangerous cargoes and related activities in port areas* (MSC.1/Circ.1216).

2.1.4 *Container* has the same meaning as the term "container" in the CSC and means an article of transport equipment:

- (a) of a permanent character and accordingly strong enough to be suitable for repeated use;
- (b) specially designed to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading;
- (c) designed to be secured and/or readily handled, having corner fittings for these purposes; and
- (d) of a size such that the area enclosed by the four outer bottom corners is either:
  - (i) at least 14 m<sup>2</sup> (150 sq. ft.); or
  - (ii) at least 7 m<sup>2</sup> (75 sq. ft.) if it is fitted with top corner fittings.

2.1.5 *Contract of carriage* means a contract in which a shipping company, against the payment of freight, undertakes to carry goods from one place to another. The contract may take the form of, or be evidenced by a document such as sea waybill, a bill of lading, or multi-modal transport document.

2.1.6 *Gross mass* means the combined mass of a container's tare mass and the masses of all packages and cargo items, including pallets, dunnage and other packing material and securing materials packed into the container (see also "*Verified gross mass*").

2.1.7 *Package* means one or more cargo items that are tied together, packed, wrapped, boxed or parcelled for transportation. Examples of packages include, but are not limited to, parcels, boxes, packets and cartons.

2.1.8 *Packed container* means a container, as previously defined, loaded ("stuffed" or "filled") with liquids, gases, solids, packages and cargo items, including pallets, dunnage, and other packing material and securing materials.

2.1.9 *Packing material* means any material used or for use with packages and cargo items to prevent damage, including, but not limited to, crates, packing blocks, drums, cases, boxes, barrels, and skids. Excluded from the definition is any material within individual sealed packages to protect the cargo item(s) inside the package.

2.1.10 *Securing material* means all dunnage, lashing and other equipment used to block, brace, and secure packed cargo items in a container.

2.1.11 *Ship* means any vessel to which SOLAS chapter VI applies. Excluded from this definition are roll-on/roll-off (ro-ro) ships engaged on short international voyages<sup>2</sup> where the containers are carried on a chassis or trailer and are loaded and unloaded by being driven on and off such a ship.

---

<sup>2</sup> SOLAS regulation III/2 defines "short international voyage" as an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 miles in length between the last port of call in the country in which the voyage begins and the final port of destination.



2.1.12 *Shipper* means a legal entity or person named on the bill of lading or sea waybill or equivalent multimodal transport document (e.g. "through" bill of lading) as shipper and/or who (or in whose name or on whose behalf) a contract of carriage has been concluded with a shipping company.

2.1.13 *Shipping document* means a document used by the shipper to communicate the verified gross mass of the packed container. This document can be part of the shipping instructions to the shipping company or a separate communication (e.g. a declaration including a weight certificate produced by a weigh station).

2.1.14 *Tare mass* means the mass of an empty container that does not contain any packages, cargo items, pallets, dunnage, or any other packing material or securing material.

2.1.15 *Terminal representative* means a person acting on behalf of a legal entity or person engaged in the business of providing wharfage, dock, stowage, warehouse, or other cargo handling services in connection with a ship.

2.1.16 *Verified gross mass* means the total gross mass of a packed container as obtained by one of the methods described in paragraph 5.1 of these Guidelines. (see also "gross mass").

### **3 Scope of applicability**

3.1 The SOLAS requirements to verify the gross mass of a packed container apply to all containers to which the CSC applies, and which are to be stowed onto a ship determined by the Administration to be subject to SOLAS chapter VI.

3.2 For example (but not limited to), a packed container on a chassis or trailer to be driven on a ro-ro ship is subject to the SOLAS requirements, if the ship has been determined by the Administration to be subject to SOLAS chapter VI and is not engaged on short international voyages. However, cargo items tendered by a shipper to the master for packing into a container already on board the ship are not subject to these SOLAS requirements.

3.3 The term container includes tank-containers, flat-racks, bulk containers etc. Also included are containers carried on a chassis or a trailer except when such containers are driven on or off a ro-ro ship engaged in short international voyages (see definition of ship). Excluded from the definition is any type of vehicle<sup>3</sup>. Also excluded from the definition are "offshore containers" to which the CSC, according to the *Guidelines for the approval of offshore containers handled in open seas* (MSC/Circ.860) and the *Revised recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended* (CSC.1/Circ.138/Rev.1), does not apply.

### **4 Main principles**

4.1 The responsibility for obtaining and documenting the verified gross mass of a packed container lies with the shipper.

4.2 A container packed with packages and cargo items should not be loaded onto a ship to which the SOLAS regulations apply unless the master or his representative and the terminal representative have obtained, in advance of vessel loading, the verified actual gross mass of the container.

---

<sup>3</sup> Refer to the *Revised recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended* (CSC.1/Circ.138/Rev.1).

## **5 Methods for obtaining the verified gross mass of a packed container**

5.1 The SOLAS regulations prescribe two methods by which the shipper may obtain the verified gross mass of a packed container:

5.1.1 Method No.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.

5.1.2 Method No.2: The shipper (*or, by arrangement of the shipper, a third party*), 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 using a certified method as described in paragraphs 5.1.2.3 and 5.1.2.3.1. 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 No.2. As required by SOLAS VI/2 and paragraph 5, the shipper should ensure that the verified gross mass of the container is provided sufficiently in advance of vessel loading. How such information is to be communicated between the shipper and any third party should be agreed between the commercial parties involved.

5.1.2.1 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 weighed again when they are packed into the container.

5.1.2.2 Certain types of cargo items (e.g. scrap metal, unbagged grain and other cargo in bulk) do not easily lend themselves to individual weighing of the items to be packed in the container. In such cases, usage of Method No.2 would be inappropriate and impractical, and Method No.1 should be used instead.

5.1.2.3 The method used for weighing the container's contents under Method No.2 is subject to certification and approval as determined by the competent authority of the State in which the packing and sealing of the container was completed.<sup>4</sup>

5.1.2.3.1 How the certification is to be done will be up to the State concerned, and could pertain to either the procedure for the weighing or to the party performing the weighing or both.

5.1.3 If a container is packed by multiple parties or contains cargo from multiple parties, the shipper as defined in paragraph 2.1 is responsible for obtaining and documenting the verified gross mass of the packed container. If the shipper chooses Method No.2 to obtain the verified gross mass, the shipper is then subject to all the conditions given in paragraphs 5.1.2, 5.1.2.1, 5.1.2.2, and 5.1.2.3.

## **6 Documentation**

6.1 The SOLAS regulations require the shipper to verify the gross mass of the packed container using Method No.1 or Method No.2 and to communicate the verified gross mass in a shipping document. This document can be part of the shipping instructions to the shipping company or a separate communication (e.g. a declaration including a weight certificate produced by a weigh station utilizing calibrated and certified equipment on the route between the shipper's origin and the port terminal). In either case, the document should clearly highlight that the gross mass provided is the "verified gross mass" as defined in paragraph 2.1.

---

<sup>4</sup> Reference to the relevant MSC Circular regarding contact information for the competent authority.

6.2 Irrespective of its form, the document declaring the verified gross mass of the packed container should be signed by a person duly authorized by the shipper. The signature may be an electronic signature or may be replaced by the name in capitals of the person authorized to sign it.

6.3 It is a condition for loading onto a ship to which the SOLAS regulations apply that the verified gross mass of a packed container be provided, preferably by electronic means such as Electronic Data Interchange (EDI) or Electronic Data Processing (EDP), to the ship's master or his representative and to the terminal representative sufficiently in advance of ship loading to be used in the preparation and implementation of the ship stowage plan.

6.3.1 Because the contract of carriage is between the shipper and the shipping company, not between the shipper and the port terminal facility, the shipper may meet its obligation under the SOLAS regulations by submitting the verified gross mass to the shipping company. It is then the responsibility of the shipping company to provide information regarding the verified gross mass of the packed container to the terminal representative in advance of ship loading. Similarly, the shipper may also submit the verified gross mass to the port terminal facility representative upon delivery of the container to the port facility in advance of loading.

6.3.1.1 The master or his representative and the terminal representative should enter into arrangements to ensure the prompt sharing of verified container gross mass information provided by shippers. Existing communication systems may be used for the transmission and sharing of such verified container gross mass information.

6.3.1.2 At the time a packed container is delivered to a port terminal facility, the terminal representative should have been informed by the shipping company whether the shipper has provided the verified gross mass of the packed container and what that gross mass is.

6.3.2 There is no SOLAS prescribed time deadline for the shipper's submission of the verified gross mass other than such information is to be received in time to be used by the master and the terminal representative in the ship stowage plan. The finalization of the ship stowage plan will depend on ship type and size, local port loading procedures, trade lane and other operational factors. It is the responsibility of the shipping company with whom the shipper enters into a contract of carriage to inform the shipper, following prior discussions with the port terminal, of any specific time deadline for submitting the information.

## **7 Equipment**

7.1 The scale, weighbridge, lifting equipment or other devices used to verify the gross mass of the container, in accordance with either Method No.1 or Method No.2 discussed above, should meet the applicable accuracy standards and requirements of the State in which the equipment is being used.

## **8 Intermodal container movements and transshipments**

8.1 The verified gross mass of a packed container should be provided to the next party taking custody of the container.

8.1.1 If a packed container is transported by road, rail or a vessel to which the SOLAS regulations do not apply and delivered to a port terminal facility without its verified gross mass, it may not be loaded onto a ship to which the SOLAS regulations apply unless the master or his representative and the terminal representative have obtained the verified gross mass of the container on behalf of the shipper (see also paragraph 13.1).

8.1.2 If a packed container is delivered to a port terminal facility by a ship to which the SOLAS regulations apply for transshipment onto a ship to which the SOLAS regulations also apply, each container being delivered is required by the SOLAS regulations to have had a verified gross mass before loading onto the delivering ship. All packed containers discharged in the transshipment port should therefore already have a verified gross mass and further weighing in the transshipment port facility is not required. The delivering ship should inform the port terminal facility in the transshipment port of the verified gross mass of each delivered packed container. The master of the ship onto which the transhipped, packed containers are to be loaded and the port terminal facility in the transshipment port may rely on the information provided by the delivering vessel. Existing ship-port communication systems may be used for the provision of such information in agreement between the commercial parties involved.

## **9 Discrepancies in gross mass**

9.1 Any discrepancy between a packed container's gross mass declared prior to the verification of its gross mass and its verified gross mass should be resolved by use of the verified gross mass.

9.2 Any discrepancy between a verified gross mass of a packed container obtained prior to the container's delivery to the port terminal facility and a verified gross mass of that container obtained by that port facility's weighing of the container should be resolved by use of the latter verified gross mass obtained by the port terminal facility.

## **10 Containers exceeding their maximum gross mass**

10.1 SOLAS regulation VI/5 requires that a container not be packed to more than the maximum gross mass indicated on the Safety Approval Plate under the International Convention for Safe Containers (CSC), as amended. A container with a gross mass exceeding its maximum permitted gross mass may not be loaded onto a ship.

## **11 Containers on road vehicles**

11.1 If the verified gross mass of a packed container is obtained by weighing the container while it is on a road vehicle, (e.g. chassis or trailer), the tare mass of the road vehicle (and, where applicable, the tractor) should be subtracted to obtain the verified gross mass of the packed container. The subtraction should reflect the tare mass of the road vehicle (and, where applicable, the tractor) as indicated in their registration documents as issued by the competent authority of the State where these assets are registered. The mass of any fuel in the tank of the tractor should also be subtracted.

11.2 If two packed containers on a road vehicle are to be weighed, their gross mass should be determined by weighing each container separately. Simply dividing the total gross mass of the two containers by two after subtracting the mass of the road vehicle and the tractor, where applicable, would not produce an accurate verified gross mass for each container, and should not be allowed.

## **12 Empty containers**

12.1 Shippers of empty containers and operators of empty containers are encouraged to have practices and arrangements in place to ensure that they are empty. The tare weight will visually appear on the container in accordance with the International Organization for Standardization (ISO) standard for container marking and identification<sup>5</sup>) and should be used.

---

<sup>5</sup> Refer to standard ISO 6346 – Freight containers – Coding, identification and marking.

### **13 Contingencies for containers received without a verified gross mass**

13.1 Notwithstanding that the shipper is responsible for obtaining and documenting the verified gross mass of a packed container, situations may occur where a packed container is delivered to a port terminal facility without the shipper having provided the required verified gross mass of the container. Such a container should not be loaded onto the ship until its verified gross mass has been obtained. In order to allow the continued efficient onward movement of such containers, the master or his representative and the terminal representative may obtain the verified gross mass of the packed container on behalf of the shipper. This may be done by weighing the packed container in the terminal or elsewhere. The verified gross mass so obtained should be used in the preparation of the ship loading plan. Whether and how to do this should be agreed between the commercial parties, including the apportionment of the costs involved.

### **14 Master's ultimate decision whether to stow a packed container**

14.1 Ultimately, and in conformance with the Code of Safe Practice for Cargo Stowage and Securing<sup>6</sup>, the ship's master should accept the cargo on board his ship only if he is satisfied that it can be safely transported. Nothing in the SOLAS regulations limit the principle that the master retains ultimate discretion in deciding whether to accept a packed container for loading onto his ship. Availability to both the terminal representative and to the master or his representative of the verified gross mass of a packed container sufficiently in advance to be used in the ship stowage plan is a prerequisite for the container to be loaded onto a ship to which the SOLAS regulations apply. It does, however, not constitute an entitlement for loading.

### **15 Enforcement**

15.1 Like other SOLAS provisions, the enforcement of the SOLAS requirements regarding the verified gross mass of packed containers falls within the competence and is the responsibility of the SOLAS Contracting Governments. Contracting Governments acting as port States should verify compliance with these SOLAS requirements. Any incidence of non-compliance with the SOLAS requirements is enforceable according to national legislation.

15.2 The ultimate effectiveness and enforcement of the SOLAS container gross mass verification requirement is that a packed container, for which the verified gross mass has not been obtained sufficiently in advance to be used in the ship stowage plan, will be denied loading onto a ship to which the SOLAS regulations apply. Any costs associated with the non-loading, storage, demurrage or eventual return of the container to the tendering shipper of the container should be subject to contractual arrangements between the commercial parties.

### **16 Effective date of the SOLAS requirements regarding verified gross mass of a container carrying cargo**

16.1 The SOLAS requirements regarding verified gross mass of a container carrying cargo (SOLAS regulation VI/2) are expected to enter into force in July 2016.

---

<sup>6</sup> Refer to the *Code of Safe Practice for Cargo Stowage and Securing* (resolution A.714(17)) and subsequent amendments.



集装箱重量验证报文(IFTVGM)平台文件

发送方, 接收方 :

发货人或其代理人 船代或有需要的船公司。

功能 : 该平台文件用于发货人或其代理人发送集装箱 VGM 数据给船代或有需要的船公司。

记录 00	HEAD RECORD 头记录			M
序号	字段名	格式	注释	标记
1	RECORD ID 记录类型标识	9(2)	00	NOT
2	MESSAGE TYPE 报文类型	X(6)	IFTVGM	NOT
3	FILE DESCRIPTION 文件说明	X(35)	CONTAINER VGM	NOT
4	FILE FUNCTION 文件功能	X(2)	9 =原始	M
5	SENDER CODE 发送方代码	X(13)		M
6	RECEIVER CODE 接收方代码	X(13)		M
7	FILE CREATE TIME 文件建立时间	9(12)	CCYYMMDDHHMM 使用系统时间	M
8	SENDER PORT CODE 发送港代码	X(5)		C
9	RECEIVER PORT CODE 接收港代码	X(5)		C
10	REMARKS 备注	X(200)		C

记录 10	INFORMATION OF VSL. & VOY. 船名航次信息			M
序号	字段名	格式	注释	标记
1	RECORD ID 记录类型标识	9(2)	10	NOT
2	VESSEL CODE 船名代码	X(9)	船舶 UN 代码	M
3	VESSEL 船名	X(35)		M
4	VOYAGE 航次	X(10)		M
5	DIRECT 航向	X(1)		M
6	BOOKING DEPT CODE 订舱部门代码	X(13)	发送船代时必填	M
7	BOOKING DEPT NAME 订舱部门名称	X(35)		C
8	REMARKS 备注	X(200)		C

记录 50	INFORMATION OF VGM 集装箱信息			M
序号	字段名	格式	注释	标记
1	RECORD ID 记录类型标识	9(2)	50	NOT
2	CONTAINER NUMBER 箱号	X(12)		M
3	CTN. SIZE&TYPE 集装箱尺寸类型	X(4)		M
4	CTN. STATUS 集装箱状态	X(1)	E=空 F=整 L=拼 S=自拼	M
5	CTN.OPERATOR CODE 箱经营人代码	X(13)		M
6	CTN.OPERATOR 箱经营人	X(35)		C
7	CONTAINER TYPE 集装箱类别	X(1)	Z=国际中转/换装 T=内支线	C

			E=本港箱出口	
8	VGM GROSS WEIGHT	VGM 箱总重	9(18)	M
9	VGM DATE	VGM 称重时间	9(12)	CCYYMMDDHHMM
10	VGM METHOD	VGM 称重方法	X(10)	M1:weighing the container after it has been packed M2:weighing all the cargo and contents of the container and adding those weights to the container ' s tare weight as indicated on the door end of the container
11	LOCATION	VGM 称重地点	X(100)	C
12	SHIPPER NAME	托运人名称	X(100)	C
13	VGM SIGNATURE	VGM 申报人签名	X(20)	M
14	VGM TELEPHONE	VGM 联系方式	X(100)	C
15	VGM E-MAIL	VGM 联系邮箱	X(100)	C
16	VGM ADDRESS	VGM 联系地址	X(200)	C
17	OTHER1	预留	X(200)	C
18	OTHER2	预留	X(200)	C
19	REMARKS	备注	X(200)	C

记录 99	TRAILER RECORD	尾记录		M	
序号	字段名		格式	注释	标记
1	RECORD ID	记录类型标识	9(2)	99	NOT
2	RECORD TOTAL OF FILE	记录总数	9(8)	包括 ; 头、尾记录	NOT

记录结构 :

00 头记录 M1  
10 船名航次信息 M1  
50 集装箱信息 M9999  
| \_\_\_\_\_  
99 尾记录 M1



# 宁波舟山港集团关于公布码头称重服务 作业流程及收费标准的通知

各船公司及相关单位：

根据交通运输部《关于执行〈1974 年国际海上人命安全公约〉第 VI/2 条 2015 年修正案的通知》（交海发〔2016〕92 号），该修正案要求载货集装箱在交付船舶运输前应当对其重量进行验证（VGM），无 VGM 数据的集装箱不得装船。

我司所属各集装箱码头公司将利用现有称重设备提供载货集装箱重量验证（VGM）作业服务，现将码头 VGM 称重服务作业流程及收费标准公布如下：

## 一、码头称重服务申请对象

根据交海发〔2016〕92 号通知第三条 “（二）上述承运船舶、承运人及其代理人应当在载货集装箱装船前告知码头经营人载货集装箱是否经重量验证以及具体的重量信息”、“（三）上述承运船舶、承运人及其代理人与码头经营人应当建立有效的信息传递途径，确保载货集装箱重量验证信息按照托运人—承运人—码头的流程得到有效传递”之精神，为便于操作，码

头称重作业服务以预约方式向各码头公司申请，预约申请主体暂定为承运人或其代理人，各码头公司向预约申请人收取相关费用。

## 二、码头称重服务暂定作业流程

### 1、送箱进闸口时申请称重作业

承运人或其代理人在集装箱进入码头闸口前向码头提出过磅称重申请，司机到码头称重服务受理部门领取称重申请确认单后至指定称重地点称重，称重点对载货集装箱进行称重作业，称重点生成集装箱书面或电子的称重报告。

### 2、在场箱申请称重作业

承运人或其代理人向码头称重服务受理部门提出称重作业申请，码头称重部门受理作业申请后安排称重作业，将需要称重作业的载货集装箱送至称重点，称重点对载货集装箱进行称重作业，生成集装箱书面或电子的称重报告。在场箱申请称重服务的时间须在船靠前 12 小时以外。

### 3、水路进场集装箱申请称重作业

为方便操作，水路进场集装箱须由箱主公司或其代理人向码头称重服务受理部门提出称重作业申请，码头称重部门受理作业申请后安排称重作业，生成集

装箱书面或电子的称重报告。

4、码头暂不提供一车双箱的称重服务；同时对于前三点操作，码头仅提供称重服务，不负责直接修改称重集装箱的 VGM 重量信息，VGM 信息更新或更正仍须通过承运人或其代理人向码头传输。

5、码头称重服务作业时间暂定为 08:00—24:00，节假日照常作业，如有特殊需求，请向码头提出。

### 三、称重作业收费标准

#### 1、送箱进闸口时申请称重作业收费标准：

服务作业内容	收费标准（单位：元）	
送箱进闸口时 称重作业	20 英尺	100
	40 英尺	150
	45、53 英尺	180

注：1、冷藏箱按相应普通箱型标准加收 10%，危险品集装箱按相应普通箱型标准加收 50%；

2、超限箱、非标准箱超限部分宽度左右各不超过（含）50 厘米，或长度前后各不超过（含）50 厘米，或高度不超过（含）120 厘米的按相应箱型加收 100%；超过范围之一的按相应箱型加收 200%。

2、在场箱/水路进场箱申请称重作业：

服务作业内容	收费标准（单位：元）	
在场箱/水路进场箱称重作业	20 英尺	200
	40 英尺	300
	45、53 英尺	360

注：1、冷藏箱按相应普通箱型标准加收 10%，危险品集装箱按相应普通箱型标准加收 50%；

2、超限箱、非标准箱超限部分宽度左右各不超过（含）50 厘米，或长度前后各不超过（含）50 厘米，或高度不超过（含）120 厘米的按相应箱型加收 100%；超过范围之一的按相应箱型加收 200%。

宁波舟山港集团有限公司业务部

2016 年 6 月 28 日



集装箱重量验证报文(CTNVGM)平台文件

发送方,接收方:

船代、船公司→集装箱码头。

功能 : 该平台文件用于船代、船公司在码头放行前发送集装箱 VGM 数据给码头, 码头以 VGM 数据作为配船重量, 没有 VGM 的集装箱不安排配船。

记录 00	HEAD RECORD 头记录			M
序号	字段名	格式	注释	标记
1	RECORD ID 记录类型标识	9(2)	00	NOT
2	MESSAGE TYPE 报文类型	X(6)	CTNVGM	NOT
3	FILE DESCRIPTION 文件说明	X(35)	CONTAINER VGM	NOT
4	FILE FUNCTION 文件功能	X(2)	9 =原始	M
5	SENDER CODE 发送方代码	X(13)		M
6	RECEIVER CODE 接收方代码	X(13)		M
7	FILE CREATE TIME 文件建立时间	9(12)	CCYYMMDDHHMM 使用系统时间	M
8	SENDER PORT CODE 发送港代码	X(5)		C
9	RECEIVER PORT CODE 接收港代码	X(5)		C
10	REMARKS 备注	X(200)		C

记录 10	INFORMATION OF VSL. & VOY. 船名航次信息			M
序号	字段名	格式	注释	标记
1	RECORD ID 记录类型标识	9(2)	10	NOT
2	VESSEL CODE 船名代码	X(9)	船舶 UN 代码	M
3	VESSEL 船名	X(35)	英文船名	M
4	VOYAGE 航次	X(10)	完整的航次	M
5	DIRECT 航向	X(1)	E=出口, I=进口	M
6	BOOKING DEPT CODE 订舱部门代码	X(13)		C
7	BOOKING DEPT NAME 订舱部门名称	X(35)		C
8	REMARKS 备注	X(200)		C

记录 50	INFORMATION OF VGM 集装箱信息			M
序号	字段名	格式	注释	标记
1	RECORD ID 记录类型标识	9(2)	50	NOT
2	CONTAINER NUMBER 箱号	X(12)		M
3	CTN. SIZE&TYPE 集装箱尺寸类型	X(4)		M
4	CTN. STATUS 集装箱状态	X(1)	E=空 F=整 L=拼 S=自拼	M
5	CTN.OPERATOR CODE 箱经营人代码	X(13)		M
6	CTN.OPERATOR 箱经营人	X(35)		C
7	CONTAINER TYPE 集装箱类别	X(1)	Z=国际中转/换装 T=内支线 E=本港箱出口	C
8	VGM GROSS WEIGHT VGM 箱总重	9(18)	单位 KG, 小数点保留两位	M
9	VGM DATE VGM 称重时间	9(12)	CCYYMMDDHHMM	C
10	VGM METHOD&DECLARE VGM 称重方法及声明	X(10)	M1: 使用整体称重法, 本托运人声明: 该文件资料 所承载货集装箱重量信息系	M

			按照《1974 年国际海上人命安全公约》第 VI/2.4.1 条所述方法获得，称重点的称重设备已取得计量监督部门颁发的计量检定证书，且获得重量的日期在证书的有效期限内。 M2: 使用累加算法，本托运人声明：该文件资料所含载货集装箱重量信息系按照《1974 年国际海上人命安全公约》第 VI/2.4.2 条所述方法获得，该方法符合主管机关制定并公布的《载货集装箱累加算法重量验证指南》的要求。	
11	LOCATION	VGM 称重地点	X(100)	C
12	SHIPPER NAME	托运人名称	X(100)	C
13	VGM SIGNATURE	VGM 申报人签名	X(20)	M
14	VGM TELEPHONE	VGM 联系方式	X(100)	C
15	VGM E-MAIL	VGM 联系邮箱	X(100)	C
16	VGM ADDRESS	VGM 联系地址	X(200)	C
17	OTHER1	预留	X(200)	C
18	OTHER2	预留	X(200)	C
19	REMARKS	备注	X(200)	C

记录 99	TRAILER RECORD	尾记录		M
序号	字段名		格式	注释
1	RECORD ID	记录类型标识	9(2)	99
2	RECORD TOTAL OF FILE	记录总数	9(8)	包括；头、尾记录

记录结构：

00 头记录 M1  
10 船名航次信息 M1  
50 集装箱信息 M9999  
|  
99 尾记录 M1

备注：字段属性为“M”为必填项，字段属性为“C”为选填项。

## 宁波舟山港VGM信息导入格式

发送方代码 (13)	接收方代码 (13)	船舶UN代码 (9)	英文船名 (35)	航次 (10)	航向 (1)	订舱部门代 码 (13)	订舱部门名称 (35)								
XXX	BLCT2	UN1234567	MASRE	201S	E										
序号	箱号 (12)	箱型尺寸 (4)	箱经营人代 码 (13)	箱经营人 描述 (35)	集装箱状 态 (1)	运输模式 (1)	VGM箱总重 (18)	VGM称重时间 (12)	VGM称重方法 及声明(10)	VGM称重地点 (100)	VGM申报人签 名(20)	托运人名称 (100)	VGM联系方式 (100)	VGM联系邮箱 (100)	VGM联系地址 (200)
1	CTN12345678	22G1	MSC		F	E	22000		M1		ABC				
2	CTN12345679	22G1	MSC		F	E	24500		M1						
3	CTN12345680	22G1	MSC		F	E	21000		M1						
4	CTN12345681	22G1	MSC		F	E	23000		M1						

备注：红色字体标注的为必填项，填写注意事项请参阅各项目栏批注内容。

## 宁波舟山港VGM信息导入格式

发送方代码 (13)	接收方代码 (13)	船舶UN代码 (9)	英文船名 (35)	航次 (10)	航向 (1)	订舱部门代 码 (13)	订舱部门名称 (35)								
XXX	BLCT2	UN1234567	MASRE	201S	E										
序号	箱号 (12)	箱型尺寸 (4)	箱经营人代 码 (13)	箱经营人描 述 (35)	集装箱状 态 (1)	运输模式 (1)	VGM箱总重 (18)	VGM称重时间 (12)	VGM称重方法 及声明 (10)	VGM称重地点 (100)	VGM申报人签名 (20)	托运人名称 (100)	VGM联系方式 (100)	VGM联系邮 箱 (100)	VGM联系地址 (200)
1	CTN12345678	22G1	MSC		F	E	22000		M1		ABC				
2	CTN12345679	22G1	MSC		F	E	24500		M1						
3	CTN12345680	22G1	MSC		F	E	21000		M1						
4	CTN12345681	22G1	MSC		F	E	23000		M1						

备注：红色字体标注的为必填项，填写注意事项请参与各项目批注内容。