

## IMO – SOLAS Regulation Loaded Container Verified Gross Mass (VGM)

Dear Valued Customer

In view of the new SOLAS regulation and As you may be fully aware, IMO will be enforcing new safety regulations that make container weighing mandatory with effective 1st July 2016.

Despite the grace period, PT. ESL INDONESIA (AS AGENT FOR EMIRATES SHIPPING) is ready to comply with the SOLAS VGM amendments as from 1st July 2016 :

- WE shall not be responsible for the accuracy / authenticity of a VGM certificate as declared by a shipper, but shall comply with "The Regulation" by ensuring that every container accepted for loading has a VGM certificate prior to finalizing the booking.
- Only VGM Weights will be used for Final Stowage plans sent to our vessels. Therefore VGM confirmation will be required at least 24 hours prior to vessel ETA for vessel operator
- Vessel operator shall not load any EXPORT containers without a VGM certificate after 1st July 2016 as this would be a contravention of SOLAS regulations. Transhipped containers will be accepted as per MSC.1/Circ.1548
- Any associated charges due to VGM related issues (including, but not limited to, weighing / re-weighing / re-certification, shifting within the terminal and/or cancellation charges), shall be on shipper account.

What does it mean to provide a loaded Container Verified Gross Mass (VGM)?

The VGM is the certified Gross Cargo weight (including weight of all packing material & dunnage) plus container tare weight.

There are two methods for the Shipper to calculate the VGM:

Method 1: Weigh a packed & sealed container on a weighing bridge/device.

Method 2: Computing the VGM by using a Verified Cargo Weight (including packing materials) and adding the container tare weight.

**VGM** is the total gross mass of a packed container which includes the **cargo weight, block & bracing materials and container tare**. The SOLAS Convention offers two methods to obtain the VGM:

### **Method No. 1 - Weighing**

Weighing the packed container using calibrated and certified weighing equipment

### **Method No. 2 - Calculating**

The sum of the single masses = Mass of cargo items + all packages (pallets, dunnage, securing material packed in the container) + container tare mass  
as certified and approved by the national authorized body

Note: it is inappropriate and impractical to adopt Method No. 2 for Scrap metal, unbagged grain and other cargo in bulk.

- If a container with a gross mass exceeding its maximum permitted limit (the maximum payload) as indicated on the Safety Approval Plate under the International Convention for Safe Containers (CSC), the container will **NOT** be loaded onto a ship even with the proper VGM documentation.

Who is responsible to provide the VGM?

- The SOLAS regulation stipulates that the Shipper is responsible to provide the VGM to relevant parties (Terminal and Carrier). There is no requirement for either the Carrier or the Terminal to have a VGM checked, verified, certified or reweighed.
- The Carrier is also not responsible to verify whether correct method/certification has been used by the Shipper.
- Under the SOLAS requirements, the shipper named on the ocean bill of lading is the party responsible for providing the maritime (ocean) carrier ('master') and the terminal operator ('terminal representative') with the verified gross mass of a packed container.

What information is required when we receive from Shipper?

VGM submission by Shipper to ESL Line requires the following basic information as a minimum format as attached on below and must declare together with the Shipping Instruction prior gate in

- Booking number
- Container number
- Verified Gross Mass
- Date, Name (as signatory) of the person who is duly authorised by the Shipper for VGM issuance as per regulations.

What is the date of implementation?

VGM data is required for all cargo loaded on/after 1st of July 2016. The recent IMO circular has provided clarification on how to handle Transshipment cargo per following:

- for Transshipment cargo loaded at origin/first load port prior to 1 July 2016 which will then transship on/after 1 July 2016, VGM data is not required.
- for Transshipment cargo loaded at origin/first load port on/after 1 July 2016, VGM data is required.

How does the Shipper obtain the Container Tare weight

container tare weight can also be manually obtained from the door of the container

What happens if VGM cannot be provided?



Cargo will not be loaded. NO VGM = NO LOAD! There may be Terminals not accepting to gate in if a (inland) transport company cannot provide a VGM. All associated costs with shut out / re-nomination / weighing / return of cargo, etc will be for Shipper's account.

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**CONTAINER MASS DECLARATION**

<b>Booking No.</b>			
<b>Name of Vessel</b>		<b>Voyage No.</b>	
<b>Shipper</b>	Name, address & phone number:		
<b>Item No.</b>	<b>Container No.</b>	<b>Verified Gross Mass, VGM (kgs)</b>	
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

- The verified gross mass of the packed container(s) declared in this shipping document was obtained in accordance with **Method 1** stipulated in SOLAS Chapter VI Regulation 2. Weighing the packed container using calibrated and certified weighing equipment
- The verified gross mass of the packed container(s) declared in this shipping document was obtained in accordance with **Method 2** stipulated in SOLAS Chapter VI Regulation 2. The procedure of this method has been approved or recognized by Local Authorities.  
Weight cargo + tare weight

*(Select the appropriate statement by ticking the respective box in the above.)*

Declared by: \_\_\_\_\_ (print name), \_\_\_\_\_ (signature)  
 Authorized by \_\_\_\_\_ (Shipper company)

Date: \_\_\_\_\_

Jakarta , 20 June 2016