

Dear Valued Customers,

Reference to our latest VGM advisory, we would like to draw your immediate attention to the local procedures per below details. Your full understanding and compliance is critically important for the loading of our shipments. Please don't hesitate to contact us if any queries. Thanks again for your support.

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.

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

VGM submission from customer and haulier:

PSA has advised shipper's appointed Hauliers that pregate will require the input of the following fields in the ESN.

- i) VGM declared and within MGW: To indicate submitted weight in VGM and within Container MGW – Maximum Gross Weight (mandatory field to input)
- ii) VGM Weighting Method: SM1 or SM2 (mandatory field to input)
 - a. SM 1 refers to SOLAS method 1 (Gross Mass Verification by weighing the packed container)
 - b. SM 2 refers to SOLAS Method 2 (Gross Mass Verification by submission of weight of goods transported, packing material weight, lashing and securing material weight, and container tare weight.
- iii) VGM Signing Person: Personnel signing for the VGM (mandatory field to input)
- iv) VGM Reference Number: VGM documentation reference number (optional field)
- v) VGM Acquired Time: Time VGM determined (optional field)

VGM Declaration Format: (CONTAINER MASS DECLARATION) form as per attached to be filled up from the actual shipper on Ocean Bill Of Lading.

Scaling by certificated weigh bridge at terminals:

1. Haulier will proceed to container lane, SST (Self Service Terminal), PSA weightbridge will auto computed the total cargo weight to derive the prime mover & trailer weight from the cargo weight and container tare weight.

If the VGM exceeds +/- 5% from the PSA Gate derived weight, haulier can still proceed to offload the container in the PSA yard but has to re-advise the VGM in the Portnet.

VGM should be re-advise in Portnet 4 hours before estimated time of berthing (ETB).

Hauliers are advised to update as early as possible to facilitate ship planning.
Carriers can reject the loading of container if VGM is not updated in time.

2. VGM Cut Off Time:

- i) **Haulier is advised to pre-gate the container 8 hours before vessel ETB.**
- ii) To re-advise VGM must be more than 4 hours before vessel ETB (After Container Gate-In).
- iii) After less than 4 hours, the system is not allowed to amend from the haulier.

However, the haulier is still able to request to PSA via email or fax to update the actual VGM in the Portnet.

PSA will charge \$10.00 per container for the last minutes updates.