



Shanghai

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

VGM 数据截止时间及方式

1. （推荐）EDI 传输：通过各个订舱窗口(华港 ESLD，外运 ESLA，外代 ESLB，联合船代 ESLC,华贸 ESLH)发送至我司船代
2. （推荐）亿通 WEB 提交：与亿通签订数据传送协议，通过亿通网

页提交。(现阶段免费 , 如后期收取费用 , 需客户自行承担)

网址 <http://cloud.easipass.com/ols/home.do>

亿通国际 VGM 提交权限申请联系人:

吕成浩 18201957310 chlv@easipass.com

3. 邮件传输 : 邮件地址 vgm.sh@chinaports-agency.com

4. 传真 : 53854385

附 : 客户集装箱重量声明书



Emirates VERIFIED
GROSS MASS Submis

VGM 数据包括以下内容 :

- 订舱号或提单号
- 箱号
- VGM (重量)
- 重量单位 (公斤)
- 责任方 (提单上显示的托运人)
- 授权人签名
- 称重方法
- 集装箱重量声明书 (适用托运人通过传真 , 邮件等纸面方式提交)

VGM cut-off 时间

通过 EDI ,WEB 及电子邮件的形式 ,截止时间为船舶抵港前 24 小时。

通过传真形式，截止时间为船舶抵港前 36 小时。

为配合 SOLAS 公约中的 VGM 实施 ,我司将从 AIM service 的 EMIRATES
WAFA 01626W eta: 1/Jul 起 ,正式要求客户及时提交 VGM 信息 ,届时
未提交或数据不符的箱子将不予以装船。

以下附件为上港集团的公告及称重服务 ,请各家客户自行阅读及参考



上港集团VGM实施公
告.pdf



上港集团出口载货
集装箱重量验证 (V

特此通知，谢谢配合。

4 ALBERT EMBANKMENT
LONDON SE1 7SR
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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 supplies¹, including ship's spare parts and stores, carried in containers are not regarded as cargo.

¹ 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 m² (150 sq. ft.); or
 - (ii) at least 7 m² (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 voyages² where the containers are carried on a chassis or trailer and are loaded and unloaded by being driven on and off such a ship.

² 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 vehicle³. 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.

³ 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.⁴

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.

⁴ 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 identification⁵) and should be used.

⁵ 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 Securing⁶, 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.

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



上港集团重量验证（VGM）实施公告

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”要求明确“拟交付计划于2016年7月1日以后驶离我国内地港口的船舶运输的外贸载货集装箱的托运人，应当在交付船舶运输前对所托运的载货集装箱毛重进行验证。”

上港集团所属相关码头公司均按此要求执行，并开展相关工作。

一、出口载货集装箱 VGM 信息接收与传递

1、上港集团所属相关码头公司通过上海 EDI 中心接收、传递各承运人（或代理）提供的出口载货集装箱 VGM 信息。

二、出口载货集装箱 VGM 作业操作流程

1、出口载货集装箱通过水运起驳、陆路进入港区道口，无论码头是否已经接收承运人发送的 VGM 信息，均按现有操作方式允许进场落箱。

2、出口载货集装箱配载前，承运人应通过上海 EDI 中心向相关码头发送出口载货集装箱 VGM 信息。原则上码头公司在船舶靠泊前 6 小时截止接收该船出口载货集装箱 VGM 信息。

3、在截止时间前，码头公司接收出口载货集装箱 VGM 修改信息，且不收取费用。在截止时间后，码头公司接收出口载货集装箱 VGM 修



上海国际港务(集团)股份有限公司

Shanghai International Port (Group) Co., Ltd.

改信息，将按修改信息收费标准收取修改费用。在完成配载船图后，码头公司将不再接收出口载货集装箱 VGM 修改信息。

4、出口载货集装箱配载前，码头必须收到与此相匹配的出口载货集装箱 VGM 信息，并以 VGM 信息作为码头出口载货集装箱配载信息，配载装船。凡是无 VGM 信息的出口载货集装箱，码头不予配载装船。

三、码头重量验证（VGM）作业服务

上港集团下属各码头公司可接受客户委托，对无 VGM 信息的出口载货集装箱提供重量验证（VGM）作业服务，出具 VGM 报告，并收取一定费用。

四、其他

实施公告中其他未尽事宜，将另行告知。

特此公告

上海国际港务(集团)股份有限公司

2016年06月02日





上港集团出口载货集装箱 重量验证 (VGM) 作业服务公告

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”要求“整体称重法：用经过检定合格后的衡器对载货集装箱进行整体称重。”

上港集团所属集装箱码头公司根据客户需求，将提供出口载货集装箱重量验证 (VGM) 作业服务。

一、重量验证 (VGM) 作业时间

上港集团所属集装箱码头公司提供365天24小时全天候出口载货集装箱重量验证 (VGM) 作业服务。各称重点在接受委托申请后4小时内出具相关VGM电子报告。

二、重量验证 (VGM) 作业流程

1、送箱进场时申请重量验证 (VGM) 作业

(1) 托运人(或代理)送箱时在道口向码头提出重量验证 (VGM) 作业申请，并支付相关费用。

(2) 码头道口告知其称重地点。

(3) 拖运人(或代理)将载货集装箱送至称重点，称重点对载货



集装箱进行重量验证（VGM）作业，并生成相关 VGM 电子报告。

2、在场箱申请重量验证（VGM）作业

A、陆路进场出口载货集装箱

（1）托运人（或代理）通过上港集团受理中心申请重量验证（VGM）作业计划并支付相关费用。

（2）上港集团受理中心向相应码头公司发送重量验证（VGM）作业计划。

（3）码头公司收到重量验证（VGM）作业计划后将场内需要重量验证（VGM）作业的载货集装箱送至称重点，称重点对载货集装箱进行重量验证（VGM）作业，并生成相关 VGM 电子报告。

B、水运进场外贸集装箱

（1）托运人（或代理）通过上港集团物流有限公司多式联运分公司（下称多式联运分公司）统一提出重量验证（VGM）作业申请并支付相关费用。

（2）多式联运分公司根据客户申请，至上港集团受理中心申请重量验证（VGM）作业计划。

（3）上港集团受理中心向相应码头公司发送重量验证（VGM）作业计划。

（4）码头公司收到重量验证（VGM）作业计划后将场内需要重量



验证 (VGM) 作业的载货集装箱送至称重点, 称重点对载货集装箱进行重量验证 (VGM) 作业, 并生成相关 VGM 电子报告。

3、重量验证 (VGM) 作业 VGM 信息获得

托运人 (或代理) 委托上港集团所属码头公司对载货集装箱重量验证 (VGM) 作业的 VGM 报告可以通过上港集团网站和各码头公司网站 (相关网址见附件 1) 查询相关 VGM 信息, 下载、打印重量验证报告 (VGM 报告格式见附件 2)。各称重点不提供书面报告。

三、费用标准

1、送箱进场时申请称重作业收费标准 (人民币)

箱型	20 英尺	40 英尺	45 英尺	特种箱
费用标准	100	150	180	200

危险品集装箱在上述标准上增加 30%。

2、在场箱申请称重作业收费标准 (人民币)

箱型	20 英尺	40 英尺	45 英尺	特种箱
费用标准	200	300	380	400

危险品集装箱在上述标准上增加 30%

3、水运进场外贸集装箱重量验证 (VGM) 作业代理费

每自然箱收取人民币 5 元。



上海国际港务(集团)股份有限公司

Shanghai International Port (Group) Co., Ltd.

四、实施时间

自 2016 年 07 月 01 日起生效。

附：附件 1（重量验证（VGM）信息下载网址）

附件 2（重量验证（VGM）信息格式）

上海国际港务(集团)股份有限公司

2016 年 06 月 02 日





上海国际港务(集团)股份有限公司

Shanghai International Port (Group) Co., Ltd.

附件 1:

重量验证 (VGM) 信息下载网址:

港航纵横: www.hb56.com

浦东公司: www.spict.com

振东公司: www.sipgzct.com

沪东公司: www.sect.com.cn

明东公司: www.smct.com.cn

盛东公司: www.shsict.com

冠东公司: www.sgict.com.cn

宜东公司: www.sydct.com.cn

受理中心: www.sipg.com.cn



附件 2:

重量验证 (VGM) 信息报告格式:

上港集团重量验证 (VGM) 报告

报告时间:

称重点			
箱号			
尺寸		箱型	
提单号			
船名			
航次			
VGM (千克)			
称重时间			

本称重点受委托提供载货集装箱重量验证 (VGM) 相关信息