

YOU ARE RESPONSIBLE



SOLAS CONTAINER VERIFIED GROSS MASS REGULATIONS BECOME EFFECTIVE 1ST JULY 2016

The International Maritime Organization (IMO) has adopted new regulations under the Safety of Life at Sea Convention (SOLAS) that require shippers to provide a verified gross mass (VGM) for every container prior to the container being loaded on a vessel. **These new requirements become effective worldwide on 1st July 2016.**

The new regulation was adopted to increase maritime safety and reduce the dangers to cargo, containers, and all those involved in container transport throughout the supply chain.

THE NEW REQUIREMENTS ARE:

- A verified gross mass is a condition for loading a container onto a vessel.

If the VGM information is not shared in time to the terminal/vessel then the container will not be loaded on board the vessel. The shipper named on the carrier's bill of lading is responsible for providing the verified weight of the packed container to Eimskip.

PERMISSIBLE WEIGHING METHODS

The shipper may use one of two methods to determine the verified weight of the packed container:

METHOD NO. 1:

- The shipper may weigh or have a third party weigh the packed, sealed container.

METHOD NO. 2:

- The shipper may weigh or have a third party weigh all cargo items and all pallets, dunnage and other packing and securing material to be packed in the container, and add the tare mass of the container marked on the container to the sum of the masses of the container's contents.

A VGM from the shipper will also be required for less than container loads so that when Eimskip consolidates cargo in a container, each shipment will have a VGM which would then comply with method 2 above

Estimating the weight of the container's contents is not permitted.

Under either Method 1 or Method 2, the weighing equipment used must meet the accuracy standards of the country where the equipment is used. Also under either method, the declaration of the verified weight must be signed and dated by the shipper or by its duly authorized representative.

In the event of the shipper not being able to provide the VGM in time, Eimskip plans to offer a service to provide a VGM for both LCL and FCL cargo and more information on this will follow in the coming months, however all costs related to this will be for account of shipper.

ADDITIONAL INFORMATION

Eimskip will provide further information regarding processes, methods for data transfers and other details at a later date.

More general information can be found at the following address:

<http://www.worldshipping.org/industry-issues/safety/cargo-weight>

Please contact your local Eimskip office if you have questions.