

Q&A(For SOLAS VGM)

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Q1: What is the request of the new SOLAS regulation?

A: SOLAS requires that shipper shown on the bill of lading is responsible for ensuring that the verified gross mass is communicated 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.

Q2: When is the execution time of the new SOLAS ?

A: On Nov 21, 2014 the IMO's Maritime Safety Committee announced that the new Safety of Life at Sea (SOLAS) will become effective from July 1, 2016.

Q3: Who is responsible to submit the VGM in the new SOLAS regulation?

A: The shipper shown on the bill of lading or the entity authorized by the shipper is responsible to provide the VGM.

Q4: How to obtain the VGM?

A: 1. Weighing the packed container using calibrated and certified equipment
2. Weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed

Q5: Will there be a template to submit VGM?

A: Unfortunately not. VGM has to be submitted according to above method (Q4) with the signature of shipper or the person duly authorized by shipper.

Q6: What is the penalty for not complying with the new regulation?

A: Please strictly comply with the new regulation, otherwise all the extra cost, risk and consequence will be taken by shipper.

Q7: When will Our Company issue a global customer advisory on VGM?

A: The first Version is issued on Mar 23, 2016.

Q8: When is the cut-off time for submitting VGM to our company?

A: VGM cut off may vary from terminal to terminal. VGM submission cut off will be included on our booking confirmations and available on our website.

Q9: How to submit the VGM?

A: You may submit the VGM through following channels:

- VERMAS (EDIFACT) message
- or via E-SI (but it can only be acceptable before VGM CUT-OFF time)
- or via our official website

Below items are mandatory when you submit the VGM:

- Booking No. or B/L No. ;
- Container No. ;
- Verified Gross Mass (VGM) ;
- Weight Scale (MT/KGS/LBS) ;
- Certification statement (I hereby certify that the gross mass provided, is the verified gross mass as defined in the IMO Guidelines Regarding the Verified Gross Mass of a Container Carrying Cargo, paragraph 2.1. MSC.1/Circ.1475)
- Signature (Responsible Party) ;
- Authorized Person

Q10: Who can provide the VGM?

A: Shipper can provide the VGM, or nominate a third party. A certification must be provided to the carrier. Our company does not verify the VGM information and all risks arising from inaccurate VGM information will be borne by the shipper.

Q11: What is the process of VGM data transmission?

A: The general process of VGM data transmission is “Shipper(or nominated 3rd party) →Carrier →Terminal”

If the customer nominates the terminal VGM service, the process should be “Terminal → Shipper →Carrier.”

Q12: Will our company offer a weighing service?

A: Unfortunately not. Currently our company does not have such weighing service. Some terminals may provide this service.

Q13: Would the terminal accept container gate-in without VGM?

A: Many terminals are now reconsidering gate-in without VGM. (Refer to Q8 Answer.)

Q14: Is VGM mandatory if the GROSS WEIGHT has already been marked on the bill of loading? What is the difference between the Gross weight and VGM?

A: Yes. No matter the Gross weight provided or not, the VGM is always mandatory.

Difference:

-Scope of application: The GROSS WEIGHT is applied to trade business such as customs declaration, B/L making etc. VGM is applied to vessel stowage plan according to IMO new SOLAS.

-Definition

Gross weight means cargo’s gross weight.

VGM means cargo items, including the mass of pallets、dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses.

Q15: Does shipper have to submit VGM with documentation?

A: Shipper can provide VGM with their master bill of lading instructions, however, it must also be submitted electronically via the methods described in Q9 Answer, and should comply with the VGM CUT-OFF time. In order to avoid the risk of VGM data transmission or other errors and mis- loading, it is strongly recommended the shippers provide the VGM as early as possible.

Q16: Will the VGM amendment be acceptable by our company?

A: Acceptable. The original data can be updated but all the risks and consequence should be taken by shipper.

Q17: How to find the container tare weight?

A: The tare weight can be found on the container, or on our website when entering the VGM.

Q18: What is the tolerance of VGM declared by the shipper?

A: Shippers have to provide an accurate weight according to the IMO new SOLAS.

Q19: How to process the discrepancy between the VGM declared by the shipper and the real weight:

A: We will ask the shipper to re-verify the VGM only in exceptional circumstances. If the discrepancy exceeds $\pm 5\%$ or 1 ton (whichever is the smaller), the VGM should be updated accordingly, and all the consequences arising therefrom should be taken by the shipper.

Q20: What is the requirement on transshipment units?

A: The VGM of transshipment units are also mandatory. Only the full container which has the VGM can be transshipped on the connecting vessel. If the VGM has been submitted at the port of loading, our company will be responsible to relay it to transshipment port.

If you have any question on this new rule, please see our official website or contact our local office.

We will keep you updated on developments.

Kind regards.