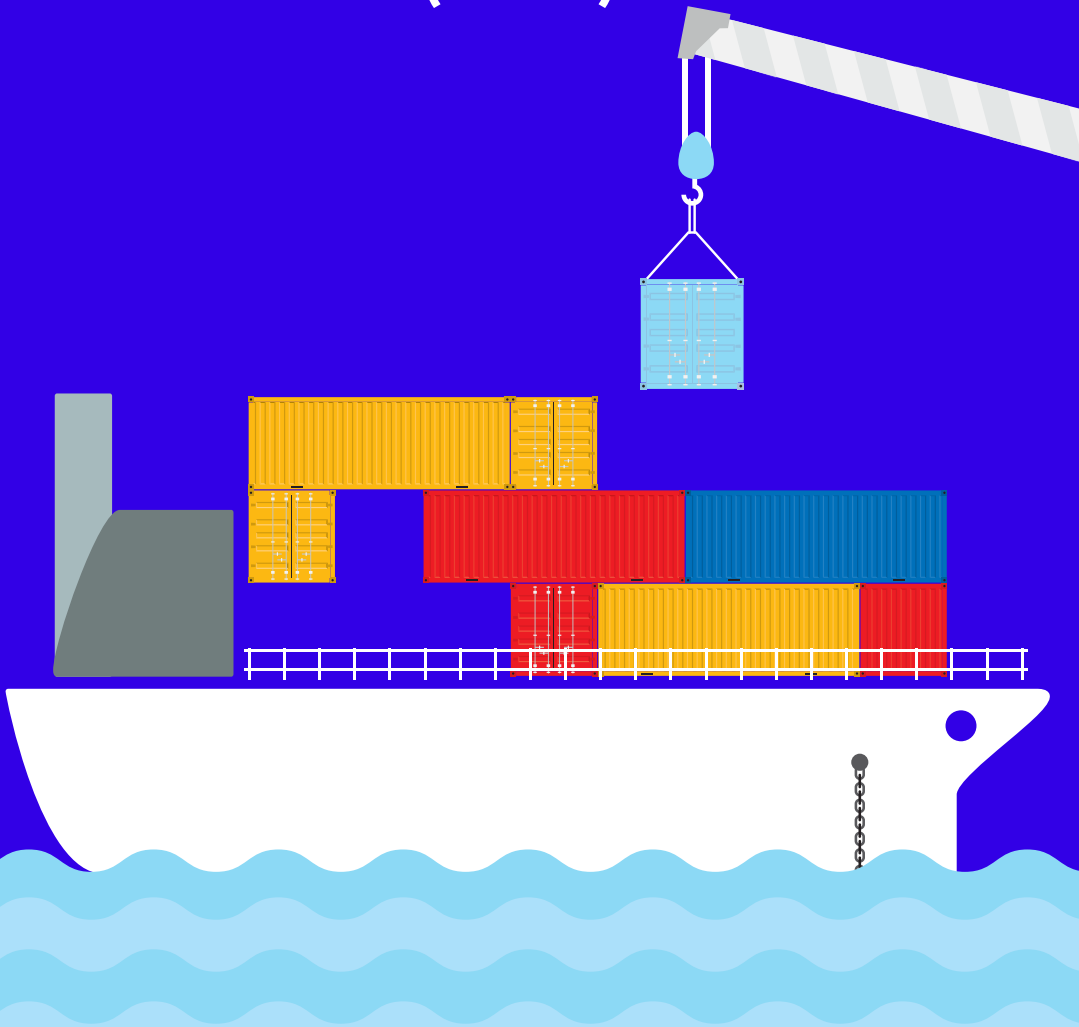




**TEXTURE™**

GLOBAL SHIPPING

# NEW SOLAS REGULATION ON VERIFIED GROSS MASS (VGM)



## EFFECTIVE DATE



**IMO**  
**SOLAS**

As of July 1st, 2016 amendments to the convention of Safety of Life at Sea (SOLAS) take effect. The International Maritime Organization (IMO) requires the shipper of a packed container to provide the carrier with the container's verified gross mass (VGM) before the stowage on board of a ship.

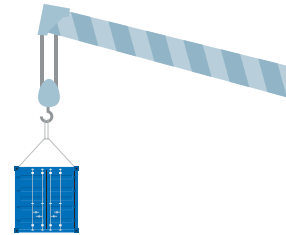
*Note: Local authorities may apply different approaches to implement the new regulation. For cargo being transhipped or in-transit a VGM might be required prior to July 1st!*

## INTRODUCTION

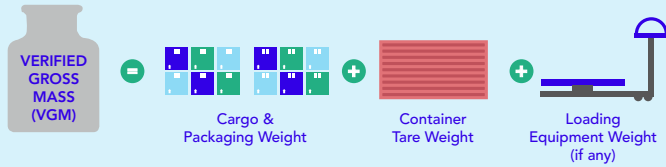
Incorrectly declared container weights are a recurring source of accidents. In order to ensure the safety of all personnel handling packed containers under transportation and here in particular prior to loading on to a ship, at a container terminal, but also onboard a ship, the VGM provisions have been incorporated into the latest SOLAS convention.

## VGM

Any shipper named on the bill of lading will be responsible to supply the carrier with the verification of the packed container's weight by Verified Gross Mass (VGM) documentation. If a packed container is received at a port facility for export without a verified gross weight, any charges imposed by the vessel operator or terminal operator for obtaining a verified gross weight would be the responsibility of the shipper.

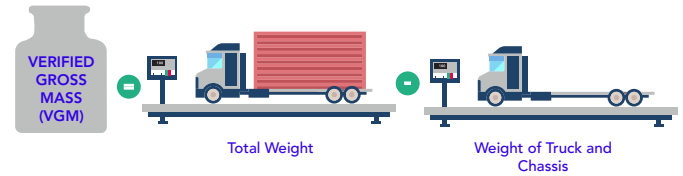


# WHAT IS VERIFIED GROSS MASS (VGM)?



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 the IMO SOLAS Guidelines.

The VGM not only consists of the weight of all packaging and cargo, but additionally the tare weight of the container, as well as any lashing material/loading equipment.



**METHOD 1**  
Weigh the packed container using calibrated and certified equipment. Containers can be weighed at a container weight station or an on-site calibrated and certified scale. The truck, chassis and fuel weight must be deducted to ensure an accurate VGM.

# HOW TO DETERMINE THE VGM?

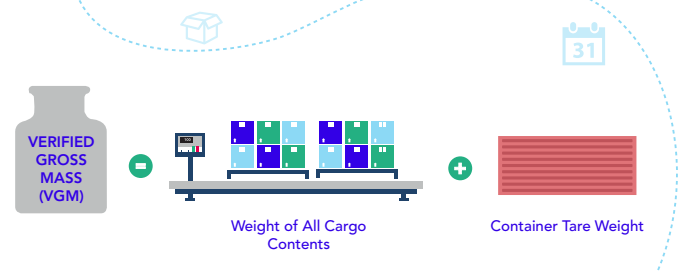
IMO (International Maritime Organization) has indicated that there are two ways to obtain the verified gross mass:

**1**

After packing and sealing a container, using calibrated and certified equipment, the shipper or a third party may weigh the packed container according to the accuracy standards of the state in which the equipment is being used.

**2**

The shipper or a third party may weigh all packages and cargo items, including pallets, dunnage and other packing and securing material to be packed in the container **and add the tare weight of the container** to that sum.



**METHOD 2\***  
Weigh all packages and cargo items, including the mass of pallets, dunnage and other 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 approved by competent authority of the State in which packing the container was completed.

\* The Shipper may use the container tare weight marked on the container.

## HOW TO DETERMINE THE VGM?



### Weighing Method

Estimating weight is not permitted. The shipper or by arrangement of the shipper, a third party has a responsibility to weigh the packed container or to weigh its contents.



### Equipment


For either method, the weighing equipment used must meet national certification and calibration requirements.




### Documentation


The documentation of the shipper's weight verification must be signed by a designated person representing the shipper. For the purpose of submitting the VGM, that person's name may be stated in capital letters on the documentation.

## VGM IS NOT

 **Booking Weight** is the estimated weight of the packed cargo at the time the ocean booking is created.

 On the **Ocean Bill of Lading**, the gross weight will be listed as one weight derived from adding:

- Weight of the product without packaging
- Weight of the packaging
- Weight of the pallets

 The VGM will be submitted as one weight derived from adding:

- Container tare weight – marked on the exterior of the container
- Weight of the product without packaging
- Weight of the packaging
- Weight of pallets, dunnage, space fillers, etc.

## HOW TO DETERMINE THE VGM?

### Process of Submitting VGM



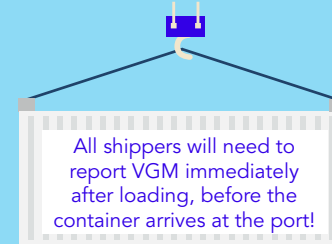
BOOKING



VGM CUT OFF



PORT CUT OFF



## VGM – WHEN IS IT REPORTED?

1

Shipper, loading facility, or forwarder can submit VGM on the shipper's behalf.

2

TEXTURE will receive the VGM information from shipping facility and send to the Carrier or NVOCC using one of the following methods:

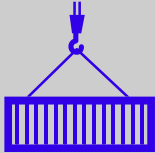
- EDI message (VERMAS)
- Through the Carrier's web portal specifically designed to accept VGM
- Service Providers
- Alternate methods to be determined by the Carrier or NVOCC (ie. email)

3

Once the Carrier or NVOCC receives the VGM, the Shipper's responsibilities are complete.

If TEXTURE is appointed to submit VGM on behalf of the shipper, an additional cost for the service will be incurred. TEXTURE will not be responsible for calculating the VGM. If information is not provided timely, TEXTURE will not be responsible for any missed vessel or charges that may be incurred. Shipper must provide a legible name of the person verifying the weight, whose name will be submitted with the VGM, as TEXTURE will not authorize weight.

## VGM – HOW IS IT REPORTED?



FCL

### FCL (Full Container Load)

- VGM is to be provided to the party responsible for filing the VGM with the carrier immediately after loading and before the container arrives at the port.

### ISOTANKS/BULK

- Method 1 must be used when loading isotanks and bulk cargo.
- VGM is to be provided to the party responsible for filing the VGM with the carrier immediately after loading and before the container arrives at the port.



LCL

### LCL (Less-than Container Load)

- Shipper is responsible to provide the VGM of their cargo excluding container tare weight but including weight of the product, weight of the packaging and weight of the pallets to the party responsible for filing the VGM with the carrier.
- The NVOCC will be responsible for filing the VGM of the entire loaded container with the carrier.

## ATTENTION

## POSSIBLE IMPLICATIONS OF MISSING VGM

TEXTURE is implementing a **'No VGM / No Load'** policy. This means in essence that any shipment for which no VGM has been declared by the shipper before the VGM cut-off, will not be loaded on to the scheduled vessel and will be delayed.

### FAILURE TO COMPLY:

The treatment of any additional costs arising out of a Shipper's failure to timely provide VGM will be for the account of the Shipper.

In addition, some terminals may adopt a **'No VGM / No Gate-in'** policy.



## SHIPPER

### Definition of Shipper in the Context of SOLAS/VGM:



SHIPPER = a legal entity/person named on the b/l as Shipper which can be: EXPORTER / IMPORTER

Depending on the contractual agreement

OR

LOGISTIC SERVICE PROVIDER

(NVOCC / CONSOLIDATOR / CO-LOADER)

## VGM: SHIPPER'S RESPONSIBILITY

### Mandatory Information on Certification Statement:

#### MANDATORY

##### FCL

- TEXTURE Booking Number
- Container Number / Size / Type
- Verified Gross Mass = Weight of Product, Packaging, Pallets and Container Tare
- Weighing Method = Method 1 or Method 2
- Unit of Measurement KGS or LBS
- Name of Person Authorized by Shipper (in CAPITAL)
- Responsible Party (Shipper)

##### LCL

- TEXTURE Booking Number
- Verified Gross Mass = Weight of Product, Packaging, Pallets)
- Unit of Measure KGS or LBS
- Name of Person Authorized by Shipper (in CAPITAL)
- Responsible Party (Shipper)

#### OPTIONAL

##### FCL

- Weighing Date
- Shipper's Internal Reference
- Weighing Facility

##### LCL

- Weighing Method
- Weighing Date
- Shipper's Internal Reference
- Weighing Facility

+ Any additional information requested by local authorities!

# ADDITIONAL INFORMATION

## CONTAINER TARE – VERIFIER – LEGAL / LIABILITY

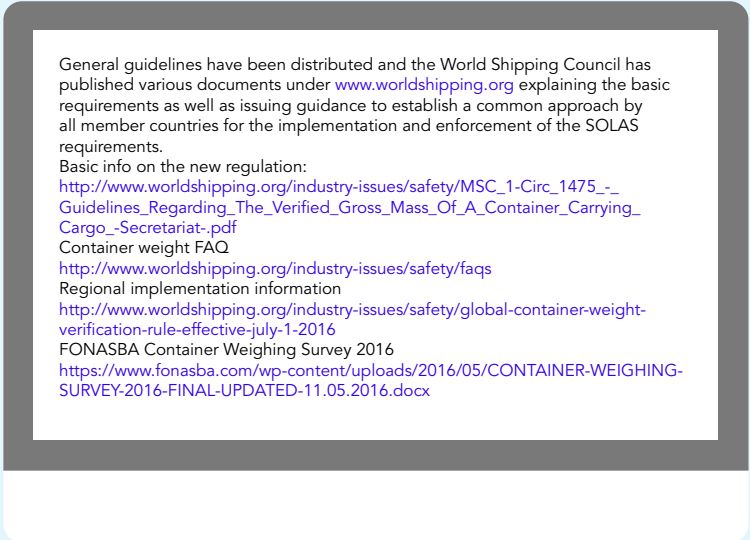
### IMPORTANT NOTES:

Some carriers provide information of the average tare weight of their container equipment on their individual websites for guidance. It is however safer to use the actual tare weight mentioned on the container. TEXTURE will endeavour to provide this information upon request.

Not providing the correct verified gross mass might have legal / liability implications, if such information is deemed to be the cause of an incident / accident

The carrier or NVOCC is not a 'verifier' of the weight provided by the shipper

### WEBLINKS



General guidelines have been distributed and the World Shipping Council has published various documents under [www.worldshipping.org](http://www.worldshipping.org) explaining the basic requirements as well as issuing guidance to establish a common approach by all member countries for the implementation and enforcement of the SOLAS requirements.

Basic info on the new regulation:

[http://www.worldshipping.org/industry-issues/safety/MSC\\_1-Circ\\_1475\\_-\\_Guidelines\\_Regarding\\_The\\_Verified\\_Gross\\_Mass\\_Of\\_A\\_Container\\_Carrying\\_Cargo\\_-\\_Secretariat-.pdf](http://www.worldshipping.org/industry-issues/safety/MSC_1-Circ_1475_-_Guidelines_Regarding_The_Verified_Gross_Mass_Of_A_Container_Carrying_Cargo_-_Secretariat-.pdf)

Container weight FAQ

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

Regional implementation information

<http://www.worldshipping.org/industry-issues/safety/global-container-weight-verification-rule-effective-july-1-2016>

FONASBA Container Weighing Survey 2016

<https://www.fonasba.com/wp-content/uploads/2016/05/CONTAINER-WEIGHING-SURVEY-2016-FINAL-UPDATED-11.05.2016.docx>



### VGM DECLARATION

#### DOWNLOAD HERE

VERIFIED GROSS MASS - LCL SHIPMENT

ITEM DESCRIPTION	Unit Price	Unit	Total
Product // Article // Code	567 €	23	
Product // Article // Code	567 €	23	
Product // Article // Code	567 €	23	
Product // Article // Code	567 €	23	
Product // Article // Code	567 €	23	
Product // Article // Code	567 €	23	

Shipper Declaration





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