

# SOLAS VGM UPDATE

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1. IMO is a specialized agency of the United Nations
2. International Chamber of Shipping & The World Shipping Council combined efforts and published a document on the problems of container weights and asked the IMO to address
3. SOLAS 1974, as amended was adopted by the IMO in November of 2014, to go into effect July 1, 2016

The SOLAS Convention in its successive forms is generally regarded as the most important of all international treaties concerning the safety of merchant ships. The first version was adopted in 1914, in response to the Titanic disaster, the second in 1929, the third in 1948, and the fourth in 1960. The 1974 version includes the tacit acceptance procedure - which provides that an amendment shall enter into force on a specified date unless, before that date, objections to the amendment are received from an agreed number of Parties.

As a result the 1974 Convention has been updated and amended on numerous occasions. The Convention in force today is sometimes referred to as SOLAS, 1974, as amended.

organizations involved



**UNITED NATIONS**

**SOLAS**

**SOLAS Convention**  
*(Safety of Life at Sea)*  
SOLAS, 1974, as amended



**IMO**

*International Maritime Organization*

The United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships

**171 member countries**



**International Chamber of Shipping (ICS)**

The principal international trade association for the shipping industry, representing shipowners and operators in all sectors and trades

**36 member countries**

**11 associate members (including WSC)**



**WORLD SHIPPING COUNCIL**  
PARTNERS IN TRADE

**World Shipping Council**

Their goal is to provide a coordinated voice for the liner shipping industry in its work with policymakers and other industry groups with an interest in international transportation

**25 carrier members**

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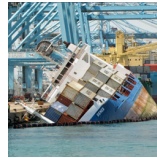


## TIMELINE



**January 2007**

MSC Napoli accident in UK



**June 2011**

MV Deneb Accident  
in Algeiras

**March 2011**

WSC & ICS formally propose  
regulation to IMO

**June 2012**

WSC, Denmark, The  
Netherlands, Germany,  
and US co-sponsor formal  
proposal to IMO to amend  
the SOLAS convention

**September 2013**

IMO reviews and modifies  
proposed amendments to  
SOLAS regulation

**December 2010**

WSC & ICS publish  
statement on weight issue  
& ask IMO to address

**May 2011**

IMO agrees to address  
weight issue

**September 2011**

WSC & ICS propose  
existing SOLAS convention  
be amended to address  
weight regulation

**June/July 2013**

MOL Comfort accident  
in Arabian Sea



**November 21, 2014**

IMO officially adopts the  
new SOLAS requirement.  
Implementation date for  
SOLAS set for July 1, 2016

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## THE BASICS

### WHAT

IMO's International Convention for the Safety of Life at Sea (SOLAS) requires that every container's gross mass is verified with a signature, and submitted to the carrier in time to be used in a ship's stowage plan.

### WHO

The shipper is responsible to certify and document the verified gross mass of a packed container. The carrier is responsible to obtain the verified gross mass of the container in advance of vessel loading.

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## Methods to obtain VGM

### METHOD 1

Weigh container after loading  
(Weight must not include chassis or truck)



Container  
Stuffed



Full Container +  
Truck + Chassis  
Weighed



Shipper  
Submits VGM  
to Expeditors



Expeditors  
Submits VGM  
to Carrier



# SOLAS VGM UPDATE

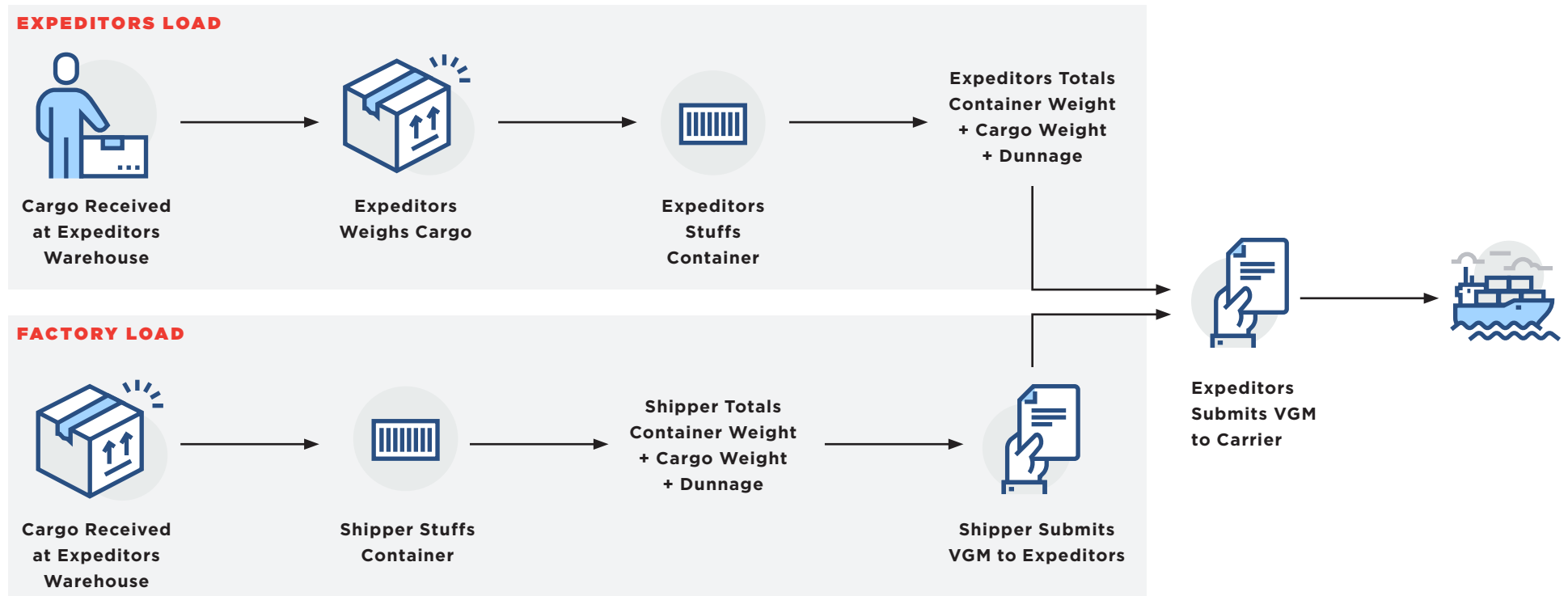
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## Methods to obtain VGM

### METHOD 2

Weigh all cargo & contents (dunnage, pallets, etc.)  
Add weight to container tare weight as listed on container

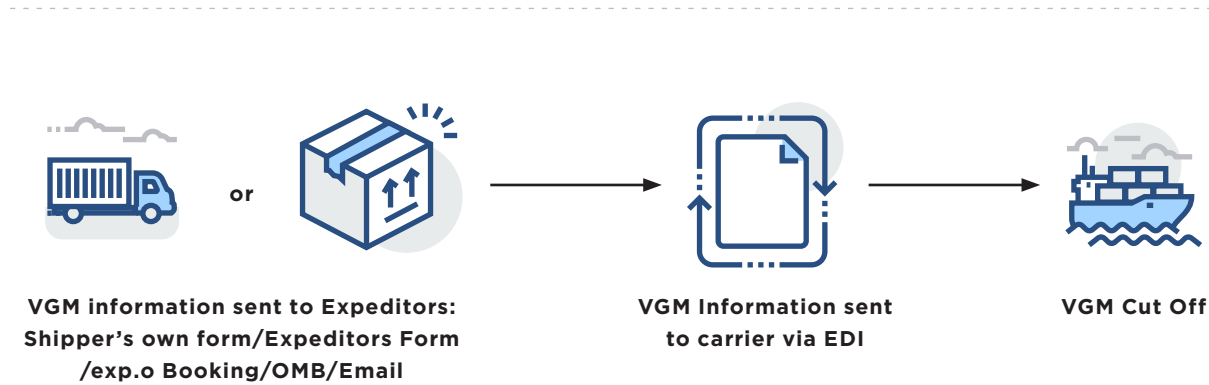


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## METHODS TO SUBMIT THE VGM TO EXPEDITORS



**Expeditors**

**Shipper VGM Declaration Form**

In order to comply with the SOLAS (Safety of Life at Sea) regulation, please complete the below form to declare the verified gross mass (VGM).

|   |                           |
|---|---------------------------|
| Shipper Name  | Click here to enter text. |
| Booking Number  | Click here to enter text. |
| Weighing Company Name (if 3 <sup>rd</sup> party)                        | Click here to enter text. |
| Weighing Company Address and Contact Details (if 3 <sup>rd</sup> party) | Click here to enter text. |

| Container Number | Date of weighing | Method used (1 or 2) | Method 2      |              | Total VGM* |
|------------------|------------------|----------------------|---------------|--------------|------------|
|                  |                  |                      | Cargo Weight* | Tare weight* |            |
|                  |                  |                      |               |              |            |
|                  |                  |                      |               |              |            |
|                  |                  |                      |               |              |            |
|                  |                  |                      |               |              |            |
|                  |                  |                      |               |              |            |
|                  |                  |                      |               |              |            |
|                  |                  |                      |               |              |            |
|                  |                  |                      |               |              |            |
|                  |                  |                      |               |              |            |

\*Please enter weight and unit of measure.  
Method 1 would only require the total VGM to be entered on the table.  
Method 2 would require all the others plus the total VGM.

|   |                           |
|---|---------------------------|
| Signature (Electronic signature: Name of signatory in CAPS) | Click here to enter text. |
| Signatory Company Name                                      | Click here to enter text. |
| Signatory Company Contact Details                           | Click here to enter text. |
| Date  | Click here to enter text. |

\*Method 1: "Upon the conclusion of packing and sealing a container, the shipper may weigh, or have arranged that a third party weigh, the packed container."  
Method 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".

By my signature above, I certify that the information I provided in this form is accurate and complete.

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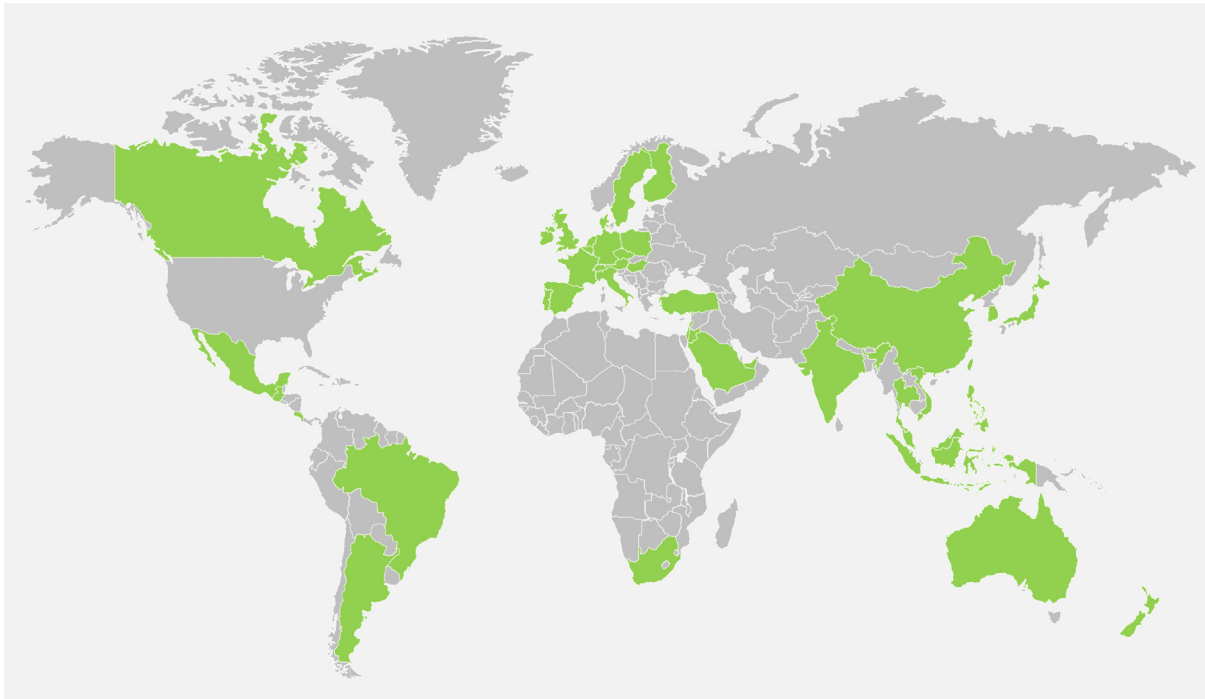
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## GLOBAL IMPLEMENTATION STATUS

48 Countries (out of 171) with published final or draft implementation guidelines



- Consistent message from ocean carriers: **no VGM, no load**
- VGM cut offs will vary by location
- Carriers will receive VGM through following methods:
  - EDI (VERMAS, Shipping Instructions)
  - Web portal
  - Documents / Emails

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## THINGS TO THINK ABOUT

### EXPORTERS

- How will your cargo be weighed?
- Do you have equipment (scales) in place, are they calibrated, & certified?
- Does carrier have ability to weigh cargo upon terminal receipt?
- What documentation will you use to provide verified gross mass?
- Who in your company is an authorized signer?

### IMPORTERS

- Begin discussions with suppliers on their process, how will they weigh cargo
- Consider alternative sourcing / purchasing
- Close management of orders based on product need date, inventory levels, & forecasting
- Increase booking lead times to allow extra processing time at origin
- Consider possible mode change for critical orders needed to arrive in July