

# SOLAS – Verified Gross Mass



## What is SOLAS?

SOLAS is part of the IMO (International Maritime Organization, a United Nations Agency) who created the VGM requirement in order to protect the people and assets of the carrier, the terminal and the cargo. The new requirement states it is the responsibility of the shipper on record to provide the container's gross verified weight to the ocean carriers. All states (countries) which are members of the IMO have to adopt these VGM rules

- either in their original form or
- with additional requirements in accordance with local/national laws or rules

Enforcement and "policing" of the VGM rules remain with the local state (Government) authorities, responsible for maritime affairs (e.g. Ministry of Transport in the P.R. China, Maritime & Coastguard Agency in the U.K., etc.)

## WHO IS RESPONSIBLE?

The shipper (being the party shown as shipper in the Bill of Lading or Sea Waybill) is responsible for providing the VGM to the carrier in reasonable time prior to vessel loading and/or full gate in at the sea port terminal.

Shipping lines and HLS are not responsible for verifying this information. A shipper can authorize a third party to provide the VGM on their behalf.

The VGM will not show on the Bill of Lading. It is declared separately from the gross cargo weight entered in the Bill of Lading.

## AT A GLANCE

- Verified Gross Mass = VGM
- Start date: 1st July 2016
- Responsibility for VGM transmission to the carrier: the shipper named on the Ocean Bill of Lading
- Third party authorization: possible
- No verified weight = no loading
- VGM consists of cargo weight incl. packaging, dunnage materials and the tare weight of the container
- HLS offers various processes for VGM submission



## SOLAS VGM Apply to

- ▶ Packed containers which are loaded onto any freight ship in international maritime traffic
- ▶ Packed containers on a chassis or trailer to be driven on a Ro-Ro ship if not engaged in short international carriage
- ▶ All export containers
- ▶ Container types: tank container, flat-racks, container platforms and bulk container

## SOLAS VGM Does Not Apply to

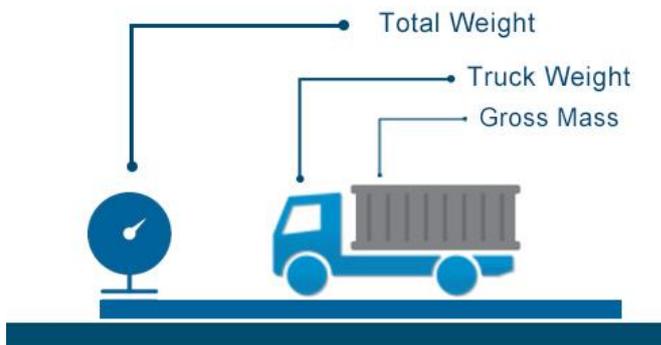
- ▶ A packed container on a chassis or trailer to be driven on a Ro-Ro ship on short international voyages
- ▶ Cargo items tendered by a shipper to the master for packing into a container already on board the ship
- ▶ Empty containers
- ▶ "Offshore containers", handled in open seas
- ▶ Any type of vehicle

# VGM Calculations



## Method 1

Weighing the fully loaded container after packed.



## Method 1

$$\text{Gross Mass} = \text{Total Weight} - \text{Truck Weight}$$

### Method 1

Upon the conclusion of packing and sealing a container, the shipper must weigh, or have arranged that a 3rd party weighs, the packed container (within the accuracy standards).

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 incl. fuel etc. should be subtracted to obtain the Verified Gross Mass of the packed container.

Weighing via a weighing bridge can also be done at shipper or 3<sup>rd</sup> party's premises at a certain cost. HLS can assist.

The weighing bridge must be calibrated and certified

## Method 2

Weighing the content of the container  
Goods + Packing Material + Tare Weight of the Container



## Method 2

$$\text{VGM} = \text{Goods} + \text{Packing Material/Dunnage} + \text{Container Tare}$$

### Method 2

The shipper (or, by arrangement of the shipper, a 3rd party), must 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 and approved method as required by State where container is packed

Only the method used for weighing the container's contents under Method 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.

The scale used for weighing has to be calibrated/certified in accordance with local/national rules.

# HLS Web Portal for VGM submission



## Info required

- ✓ System Login ID & Password (please apply your own ID with our Customer Service team)
- ✓ Shipping Order number (for cross checking record of yours and HLS's system's)
- ✓ VGM Calculation Method option
- ✓ VGM Date (the date that VGM is measured for the container)
- ✓ Container Number
- ✓ VGM per each container
- ✓ Hong Kong Marine Dept's VGM Number (for HKG shippers use only)
- ✓ Verification Certificate Number (Certified Weight Bridge Receipt Number)
- ✓ Weighing Party's Name (Optional)

The screenshot shows the 'Booking VGM' section of the web portal. It includes a search form with fields for 'HLS Office', 'Booking Number', 'Vessel', 'Origin', 'VGM Cut Off', 'Voyage', 'Destination', and 'ETD'. A table with columns for 'MSO No.', 'Equipment', 'Container No.', 'Seal No.', 'VGM Method', 'VGM(KGS)', 'Weighing Party', 'Certificate ID', and 'VGM Date' is present. Below the table are fields for 'Shipper' and 'Authorized Signature', and 'Submit' and 'Undo' buttons. Annotations in pink boxes provide instructions: 'here select the HLS Office which you booked with' points to the 'HLS Office' dropdown; 'input the Booking No. click "Search"' points to the 'Booking Number' field and the 'Search' button; 'select the Method 1 or Method 2' points to the 'VGM Method' column; 'input VGM Value' points to the 'VGM(KGS)' column; 'if select Method 1, pls. input the weighing company' points to the 'Weighing Party' column; 'if select Method 1, pls. input the Certificate ID' points to the 'Certificate ID' column; 'input the Cargo Measured Date' points to the 'VGM Date' column; and 'click here to Submit' points to the 'Submit' button.