

## ■ SOLAS Container Weight Verification Requirements-update

April 16, 2016

Dear Valued Customer,

As announced earlier, a new SOLAS convention will take effect on July 1, 2016, which requires the shipper named on ocean carrier's bill of lading has to provide a verified gross mass (VGM) for packed container, in order to protect safety of life at sea.

Yang Ming has been working on enhancements to our systems to facilitate the transmission of VGM data, our goal is to ensure that your cargo flow is not disrupted as a result of the new regulations.

Below are Yang Ming basic principles with regards to shipper's VGM submission:

### 1. VGM Submission Methods:

- EDI through VERMAS (EDIFACT message type)
- YM Web Platform;
- Document in paper through Email/Fax... etc. (Not Recommended)

Data elements required by Yang Ming for VGM submission include:

- Booking Number
- Container Number
- VGM Weight
- Shipper Name
- Unit of Measurement (KG or LBS)
- Name of Authorized Person (Signatory)

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- VGM Verification Date (Optional)
- Shipper Address (Optional)

### 2. VGM Submission Cut-off

In order not to affect vessel operation, shipper has to submit VGM to Yang Ming before container gate-in, and the cut-off time for the submission of final revision should be 24HRs ahead of POL ETA.

### 3. Availability of Container Tare Weight Data:

All the tare weight can be found on the door-side of the container.

### 4. VGM Data Flow:

Under the SOLAS requirement, the shipper named on the bill of lading is the party responsible for providing the carrier and the terminal operator with the VGM data. Please understand the VGM data flow will be Shipper → Yang Ming → Terminal. For shipper uses the terminal's weighing service to obtain VGM data, the flow will be Terminal → Shipper → Yang Ming.

As the effective date is approaching, Yang Ming will continue to seek the most appropriate solution to facilitate actual operation in accordance with different governments, ports, and terminals, and will keep you informed on the subject of VGM implementation.

In the meantime, if you have any questions, please feel free to contact our local representative.

Thank you for your business and continued support.

Sincerely,  
Yang Ming

## ■ SOLAS Container Weight Verification Requirements-update

January 29, 2016

Effective from July 1, 2016, the Safety of Life at Sea Convention (SOLAS) requires the shipper named on ocean carrier's bill of lading has to provide a verified gross mass (VGM) for packed container. The declaration of the verified gross mass should be signed and dated by a person duly authorized by the shipper and submit to the carrier via either electronic interchange channels or a physical shipping document. Without a verified gross mass, the packed container shall not be loaded aboard ship.

The rules prescribe two methods by which the shipper may obtain the verified gross mass of a packed container:

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

In respect of both method 1 and 2, the weighing equipment used must meet the applicable accuracy standards and requirements of the State in which the equipment is being used.

Yang Ming will continue to provide updated developments on this issue.

For more details and FAQ, please refer to below information:

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

[http://www.worldshipping.org/industry-issues/safety/faqs/SOLAS\\_VGM\\_Industry\\_FAQs\\_Dec\\_2015\\_US\\_letter\\_WEB.pdf](http://www.worldshipping.org/industry-issues/safety/faqs/SOLAS_VGM_Industry_FAQs_Dec_2015_US_letter_WEB.pdf)

## ■ SOLAS Container Weight Verification Requirements-update

October 19, 2015

To Our Valued Customers,

We would like to inform you that the International Maritime Organization (IMO) has amended the Safety of Life at Sea (SOLAS) Convention. From **1st July, 2016**, the vessel operator and the terminal operator are prohibited from loading a packed container aboard a vessel if the container does not have a verified container weight.

According to the new requirement, shipper has to verify and provide the container's gross verified weight to the ocean carrier and port terminal representative prior to it being loaded onto a ship. A verified container weight is a condition for loading a packed container aboard a vessel for export.

For more details, please refer to below information from The World Shipping Council:

[http://www.worldshipping.org/industry-issues/safety/WSC\\_Guidelines\\_for\\_Implementing\\_the\\_SOLAS\\_Container\\_Weight\\_Verification\\_Requirement.pdf](http://www.worldshipping.org/industry-issues/safety/WSC_Guidelines_for_Implementing_the_SOLAS_Container_Weight_Verification_Requirement.pdf)

[http://www.worldshipping.org/industry-issues/safety/SOLAS\\_CHAPTER\\_VI\\_Regulation\\_2\\_Paragraphs\\_4-6.pdf](http://www.worldshipping.org/industry-issues/safety/SOLAS_CHAPTER_VI_Regulation_2_Paragraphs_4-6.pdf)

Yang Ming will make the necessary changes to comply with the new requirement.

We will continue to provide updated developments on this issue.