

*SOLAS (Safety Of Life At Sea)
Container Weight Verification Requirement July 1st 2016*

Dear customer,

Discrepancy between the declared and actual gross mass of a loaded container can lead to incorrect vessel stowage and consequentially major accidents. To ensure the safety of sailors and shore-side workers, with effect from 1 July 2016, the 171 member states of the International Maritime Organization (IMO) have implemented the Safety of Life at Sea (SOLAS) amendments to require a loaded container to have shipper-verified weight as a condition for loading onto a ship for export. VGM or Verified Gross Mass.

A. Effecting SOLAS worldwide

It is up to the individual country's authority to enforce SOLAS requirements along their own guidelines.

For example, certain country's authorities can decide their own policies on:

- Certification of weighing service providers → See Certified method 1
- Calibration of weighing scales and methods → See Certified method 2
- Tolerance for VGM versus actual mass → For Belgium 5 %

B. Implications on shippers

1. As the Responsible Party

SOLAS regulations clearly indicates that it is the shipper's responsibility to provide the VGM to carriers / agents / Logistics providers sufficiently in advance in order for carriers to prepare the vessel stowage plan.

2. Implication on booking process

As a shipper, you will need to ensure that the container weighing time (if any) and relevant VGM submission cut-offs are taken into account on the shipment lead times. VGM cut-offs will be communicated to you together with our Booking Confirmation.

Please submit the VGM information to us immediately after loading/weighing of the container.



3. Implication on costs

In addition to any costs associated with weighing the containers and submitting the VGM data, you will need to take into account the possible costs that might arise when you fail to submit your VGM in time.

- Without exception, Carriers will not be able to load cargo if there is no declared VGM. This could result in a delay to your cargo delivery as the relevant container may be rolled to another vessel voyage.
- Terminal charges such as storage, detention, demurrage, electricity and monitoring.
- As the responsible party for VGM submission, shippers will even be liable for additional drayage costs if they have to move the box out of the terminal to get a VGM.

4. What will I, being a shipper, need to do?

As a shipper, you will need to be mindful and ensure to:

- Evaluate your weighing options – Please take into account relevant costings and procedures
- Decide if you will need to engage a weighing service provider
- Obtain your containers' VGM data (See Determining VGM)
- Be aware of each Vessel VGM submission cut-off requirements
- Be aware of local authorities' SOLAS VGM implementation guidelines, including auditing and penalty rules.
- Carriers will spot-check on the submitted VGM compared to the Actual weight.

C. Determining VGM

1. What exactly is verified gross mass (VGM)?

VGM policy requires that the total weight of each packed container must be measured and declared.

This total weight not only consists of the weight of all packaging and cargo items, but also the container tare and all additional loading equipment (e.g. lashing material) too.

Figure 1 Definition of VGM

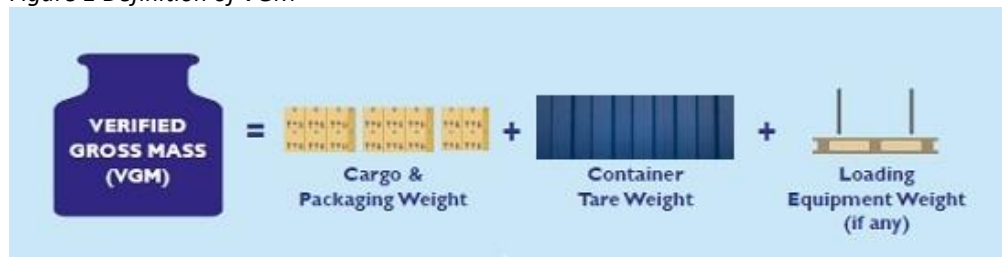


Figure 2 What VGM is NOT



2. How to determine VGM?

There are two methods for weighing allowed :

Method 1 :

Weighing the whole container after it has been packed
(E.g. tare weight of container + difference between weight after loading and weight before loading).



Certified Method for Belgium :

Weigh bridge up to accuracy class III or IV, please check authorities within origin country for rules & regulations on certification on this particular measuring equipment/method.

Method 2 :

Weighing all the cargo and contents of the container individually, and adding those weights to the container's tare weight.
Taking into account the weight of additional loading equipment such as pallets, wrapping ... Etc.



Certified Methods for Belgium :

- 1- Determined VGM through ISO Certification
- 2- Determined VGM through AEO Certification
- 3- VGM determination through DGS (Fed.Minist.Transport and Mobility)
vgm@mobiliteit.fgov.be:



Please check authorities within origin country for rules & regulations on certification on this particular measuring equipment/method.

3. Who can provide the weighing service?

The shipper can do the weighing themselves, or engage a third party certified for such service. However, according to Chapter 2 of the IMO SOLAS Guidelines, any weighing equipment used to weigh the contents of the container must meet the applicable accuracy standards and requirements of the country or state in which the equipment is being used. In addition, the method used for weighing the container's content is subject to the certification and approval as determined by the competent authority of the state in which the packing and sealing of the container are completed.

4. In Method 2, can I just submit the cargo gross mass to Remant Cool Logistics NV and you help us add in the tare weight?

The SOLAS regulation puts the responsibility on the shippers to provide VGM, therefore shippers are required to submit the total packed container mass data to Remant Cool. The tare weight is available on each container.

Remant Cool can take over certain aspects of this process. This has to be checked case by case what the possibilities are and at what cost.

Figure 3 Tarra weight of the container



5. What if the VGM is higher than the maximum payload?

Carriers will verify every submitted VGM against the maximum container payload listed. Under IMO's International Convention for Safe Containers (CSC), containers with weight higher than the maximum payload will be prohibited from being loaded on board vessels. The CSC plate is available on each container.

Figure 4 The maximum permitted weight per CSC plate

APPROVED FOR TRANSPORT UNDER CUSTOMS SEAL

GB/C 9218 BV/2010

TYPE: RXTC-41BZX MANUFACTURER'S NO. OF THE CONTAINER: RX 120136

Betta Storage Containers
P.O Box 357, Dee Why, NSW, 2099
Sydney, Australia.
Tel: + 61 407 001494
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TIMBER COMPONENT TREATMENT
IM / TAILILEUM-400 / 2011

MANUFACTURED BY
ZHANGJIAGANG RIXIN TONGYUN
LOGISTIC EQUIPMENT CO., LTD.
CHINA

CSC SAFETY APPROVAL

F/BV/11033/10

DATE MANUFACTURED	02/2012	FIRST MAINTENANCE EXAMINATION DATE	
IDENTIFICATION NO.	BETU 42000		
MAXIMUM GROSS WEIGHT	30,480 KG	67,200 LB	02/2017
ALLOW. STACK. WT. 1.8G	192,000 KG	423,280 LB	
RACKING TEST LOAD VALUE	15,240 KG	33,600 LB	

