

## **SOLAS/Safety of Life at Sea - July 1st 2016 regulation**

### FCL weighing requirements

"The International Maritime Organization (IMO) adopted amendments to the Safety of Life at Sea (SOLAS) Convention (Chapter VI, part A, regulation 2), that requires packed containers' gross mass to be verified prior to stowage aboard ship.

As from July 1st 2016 this regulation, effective as global law, prohibits loading of a packed container in absence of the verified gross mass (VGM). This applies to all packed containers which are to be loaded to a vessel under SOLAS regime in international maritime traffic.

The regulation applies to all containers to which the International Convention for Safe Containers (CSC) applies. The term container includes tank containers, flat-racks, and bulk containers.

Any types of vehicles, however, are excluded from the definition of container and thus from the requirements. Packed CSC containers on a chassis or trailer to be driven on a ro-ro ship are subject to the VGM requirements unless the ship is engaged on short international voyages only or not subject to SOLAS.

The IMO guidelines (Part 15) state that enforcement of the requirements is the responsibility of the SOLAS contracting governments, which, acting as port states, should verify compliance with the requirements and enforce any incidence of non-compliance according to national laws.

The IMO guidelines also state that the ultimate enforcement is that a packed container, for which the VGM has not been obtained sufficiently in advance to be used in the ship stow plan, will be denied loading onto a SOLAS ship and any costs associated with the non-loading should be subject to contractual arrangements between the commercial parties.

Carriers worldwide will not load a container which does not have Verified Gross Mass (VGM)  
VGM reporting is the sole responsibility of the shipper named in the original BL who may nominate a third party to perform this function on his behalf.

The deadline for submitting VGM cut-off varies from Port to Port and the official local cut-off times will be made available upon booking with us or can be obtained by contacting our local agents.

Shippers are encouraged to look for suitable weighing facilities in order to ensure that the containers are weighed before the delivery to Ocean Terminals is made. This in order to minimise the risk of missing the cut-off deadlines and incurring in extra handling and weighing costs.

Conceptum Logistics has made it a priority to provide best support and assistance to their customers, facilitating the procedure for the submission of VGM declaration / signature via any electronic formats which will be identified to be suitable for this purpose. The content of the VGM report will need to comply with above mentioned regulation and it is envisage to contain.

The booking reference, the container number, the VGM , date/time and place of weighing, the company performing the weighing, method used (1 or 2 according to SOLAS), the authorized person's name in capital letters and related signature or e-signature (under development).

It should be specified that the shipper named on the BL will remain solely and fully responsible for the correctness of the reported data".