

How to meet the SOLAS Container Weight Verification Requirements

Hanjin Shipping

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1. Summary

Effective date & objectives

Effective on **1 July 2016** for **packed export containers received for transportation**
(gate-in or off-rail)

Key requirements

Shipper 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**, regardless of who packed the container

Vessel operator, Terminal operator to use verified container weights in **vessel stowage plans** (**prohibited from loading a packed container** aboard a vessel for **export** if the container does not have a verified container weight)

2. Scope

- **All packed containers** to which the IMO's Convention for Safe Containers (CSC*) applies and which are to be loaded on to any ship in international maritime traffic

* CSC : CSC is an international agreement under IMO. CSC sets international standards of containers to ensure containers are built to meet ISO, and fulfill safety inspections to ensure that containers are maintained in safe condition



Exceptions

- ✓ A packed container on a chassis or trailer to be driven on a ro-ro ship which is engaged on short international voyages
- ✓ Cargo items tendered by a shipper to the master for packing into a container already on board the ship
- ✓ “Offshore containers” to which the IMO’s CSC(Convention for Safe Containers) does not apply.

- No provision or agreement in a contract of sale, a transportation contract, or a stevedoring contract may override or conflict with the obligation to abide by the SOLAS requirements

3. Main principles

1

Purpose : to obtain an **accurate gross weight of packed containers** that are moved through the supply chain **prior to loading aboard the ship**

2

Responsibility & Obligations

- The responsibilities for obtaining and documenting the verified gross weight of a packed container lies to the **shipper named on the ocean bill of lading, regardless of who actually packs the container.**
- Verified container weights are to be used by **the terminal operator and the vessel operator in ship stowage planning.**

3

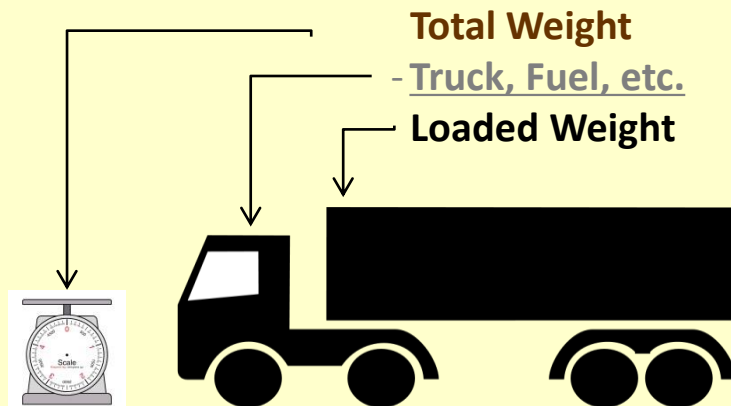
Prohibitions

- **A container packed with packages and cargo items shall not be loaded onto a ship** unless the vessel master or his representative and the terminal representative have obtained, **in advance of vessel loading, the verified gross weight of the container**

4. Methods

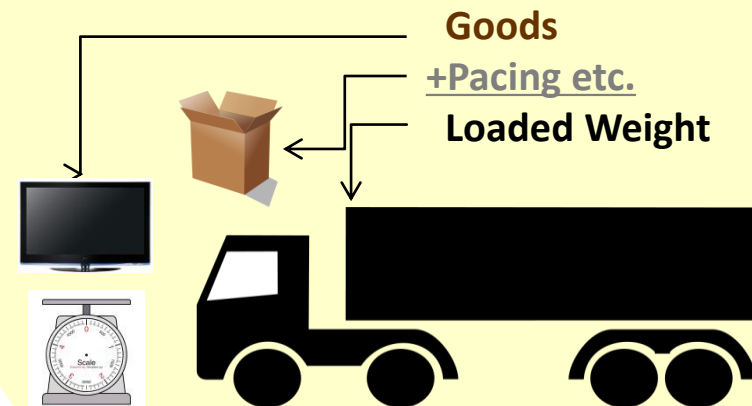
Method No. 1

- Take a loaded container over a **weighbridge**, subtract the weight of the truck, chassis, and fuel to get the weight of the packed container
- Method 1 is appropriate to use for any packed container and any kind of goods



Method No. 2

- 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
- No estimation or a information from somebody else is allowed



4. Methods

Method No. 1

- Cargo items that “do not easily lend themselves to individual weighing of the items to be packed in the container”, method 1 must be used. (e.g., scrap metal, unbagged grain, other cargo in bulk, flexitanks etc.)

Method No. 2

- The method used for weighing the container’s contents 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**. In case where a container is **packed in multiple places**, any certification and approval requirements that may be established by **the State where the last contents were packed into the container**

- **The shipper named on the ocean B/L** is responsible for providing the packed container’s verified gross mass. For NVOCC or F/FWDR’s **co-loading shipment, the “master” NVOCC/FWDR named on the ocean carrier’s B/L** is the party responsible for the accurate cargo weight verification of all the cargo and all packing or securing material from all the co-loading forwarders using the container.

- The carrier or terminal operator are **not** responsible for verifying the shipper’s weight verification.

- The shipper must provide a “verified gross mass” **signed by a specific person representing the shipper**

- A shipper’s participation or approval under a **Customs authority’s Authorized Economic Operator (AEO)** or similar program does **not** modify or exempt the shipper from required compliance with the SOLAS requirements.

5. Documentation

➤ Basic Requirements

- The shipper is required to communicate the verified gross mass in a **shipping document**
- This shipping document includes the **Shipping Instruction(SI)** to the shipping company or a **separate communication**
- The document should clearly highlight that the gross mass provided is the **“verified gross mass”**
- The verified weight should be expressed **in kilograms or pounds**
- **Electronic methods such as EDI or EDP** may be used

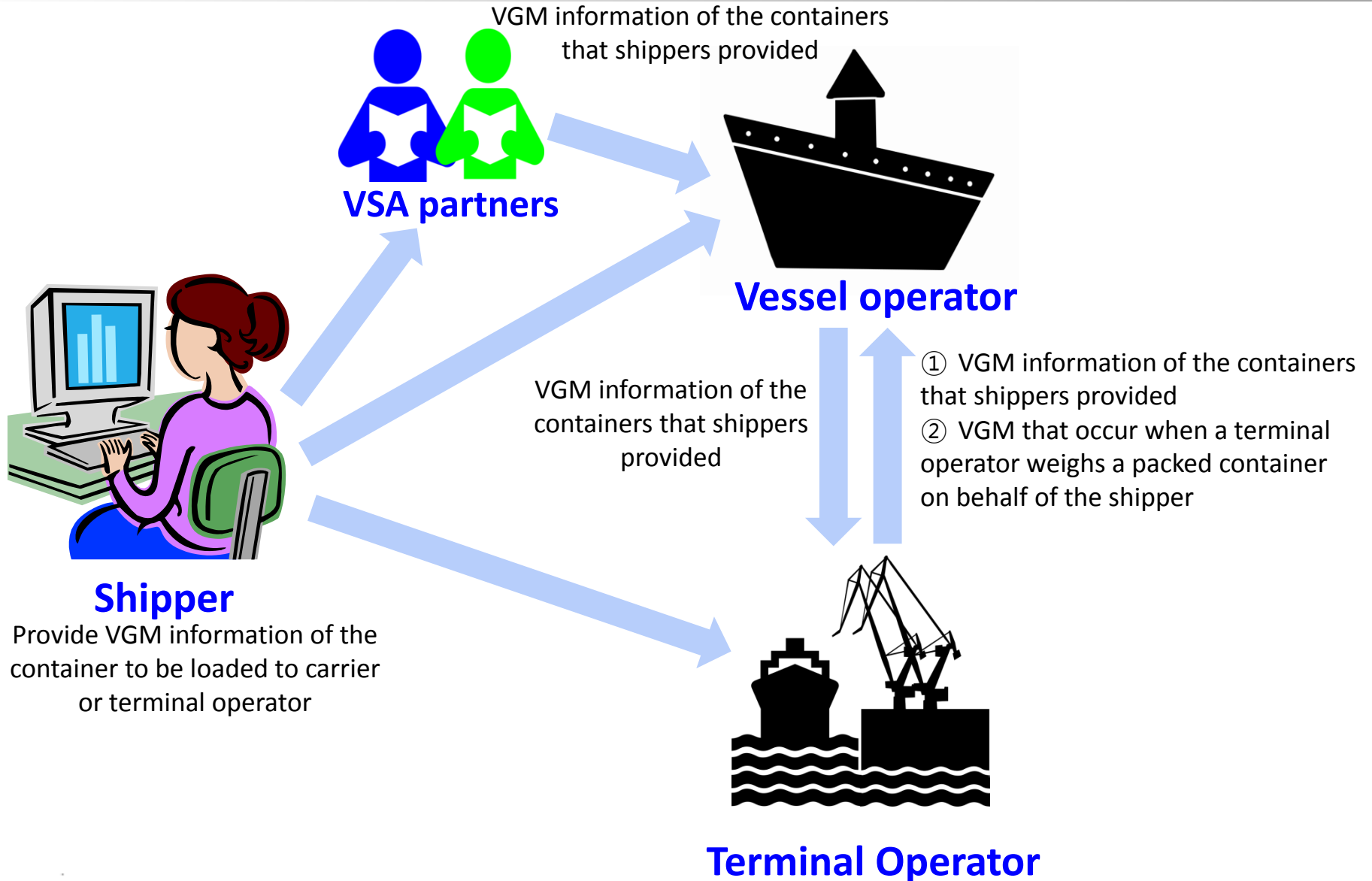
➤ Signing Requirements

- The document must be **signed by a person duly authorized by the shipper**
- The signature may be an **electronic signature** or may be replaced by **the name in capitals** of the person authorized to sign it

➤ Discrepancy

- If a port terminal addresses an uncertainty about the gross mass of a packed container **by weighing the container, the weight obtained by the port facility should be used** for vessel stowage planning

6. Information Flow



7. Commercial Issues

Shipper ↔ Ocean Carrier

“Cut off time” within which the carrier must receive the required container weight verification from the shipper for ship stowage planning, which may vary by carrier, terminal operator and from port to port. Shipper need to check the details which whom they are doing business.

Ocean Carrier ↔ Terminal Operator

“How to handle packed containers that are received by a terminal operator for export when;

- The carrier has not informed the terminal operator of the container’s verified weight, or
- The shipper has not provided the carrier or terminal operator with the packed container’s verified container weight

Ocean Carriers (VSA)

“Timely “VGM” information transmission procedure among VSA members to the vessel operator

- **The vessel operator** is responsible for the vessel stowage and for the vessel’s compliance with SOLAS requirements when the container moves under VSA (Vessel sharing agreement)
- Each VSA partners is responsible for timely transmission of verified container weights for all packed containers to be loaded to **the terminal operator and to the vessel operator**