

Container Weight Verification – SOLAS regulation

*From July 1st, 2016 the new mandatory rules that require shippers to verify the gross mass of a container carrying cargo will be effective. **These new rules are applicable for shipments on the routes from Rotterdam to Dublin and v.v. and on all routes concerning Portugal and Spain.***

They are not applicable for shipments via Zeebrugge to Dublin, although we do ask you, if possible, to give us a precise Verified Gross Mass ('VGM') weight for all shipments to Ireland in order to offer you flexibility in shipments, and ship via Rotterdam to Dublin if lead-times require. Also, please note that no VGM is required for shipments via our Ro-Ro vessels to Denmark, Sweden and UK (except Northern Ireland).

When shipping containers to other destinations via our Forwarding Department, depending on the sailing route the new SOLAS rules might also be applicable.

Below you will find the most important information you need to know about this new container weight regulation.

What

The International Maritime Organization has amended the Safety of Life at Sea (SOLAS) convention to require the containers' verified weight, before the packed container can be loaded onto a ship. This means that every container needs to be weighed before it can be loaded. The VGM is the total gross mass of the content of the container plus container tare weight.

Why

These new rules concerning container weighing will increase safety. When containers are weighed wrong it could have a serious impact on the stability of vessels, trucks and/or other terminal equipment. This may result in health and safety of employees and of the environment being endangered.

Who

The new SOLAS regulation has effect on the entire supply chain. Shippers need to share the VGM for stowage plans. The shipper is responsible for obtaining the VGM of the packed container and for providing it to the sea carrier and terminal operator.

How

There are two different methods for shippers to calculate the VGM:

1. Weighing the container after it has been packed.
2. Weighing all the packages, cargo and contents of the container and add this to the containers' tare weight.





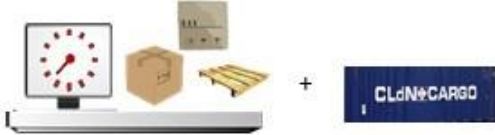
Declaration procedure: VGM must be declared in a signed shipping document as follows:

- As a part of the instructions to the shipping company, or
- As a declaration including a weight certificate

Please note that the "Verified Gross Mass" must be clearly legible on the document. The shippers' weight verification will be compliant with the SOLAS convention when the shipper -through an authorized person- has signed the document.

For more information and FAQ's regarding this new regulation, please click [here](#).

If you have any further questions, please do not hesitate to contact us.

WHAT & WHY	WHO	HOW
<p>To increase safety of ships at sea it is necessary to know the weight of all packed containers.</p> <p>From now on we need to verify the gross mass of a container carrying cargo.</p> <p>Verified Gross Mass (VGM) =</p> 	<p>The shipper is responsible and needs to provide the correct VGM to the maritime carrier and terminal operator.</p> <p>What to do?</p> <p>Inform CLdN Cargo about the VGM if the container needs to be shipped.</p>  <p>Without the VGM the container will not be loaded on the ship.</p> 	<p>Two methods for weighing:</p> <ol style="list-style-type: none"> 1) Weigh the packed container using certified equipment  <p>VGM = Total weight – truck, fuel, chassis</p> <ol style="list-style-type: none"> 2) Weigh the cargo and add the weight to the tare mass of the container, using a certified method  <p>VGM = Weight of packages/cargo + tare mass container</p>

VERIFIED GROSS MASS