

What are we weighting for?

In 1855, seafarers wrote to Queen Victoria, complaining about going to sea in dangerous ships. Samuel Plimsoll's investigations found the problem worse than expected; a parliamentary campaign started to improve safety at sea.

In 1873/4 around UK, 411 ships sank with loss of 506 lives. Ships dangerous due to poor repair & overloading, frequently over-insured. Merchant Shipping Act 1876 introduced compulsory load lines 'Distress of the Centaur'

Containerisation has brought many benefits, but it is time to bring order, discipline & safety to the fore!

The last 160 years have brought about many safety advances. The ubiquitous metal box has hidden much, but the maritime industry is now putting its influence behind bringing safety back to the top of the agenda.



Let's be prepared

* MSC Napoli incident!



We now have legislation because;

- * When the MSC Napoli grounded off the UK coast, the Authorities weighed the retrieved containers. They discovered more than 30% were above their declared weight!
- * 200 years ago no Master would set sail until he knew the weight of all the cargo.
- * Now 200 years later the Master has no real idea of the weight of his cargo
- * The regulation has now been set and we must play our part in that process.

AMENDMENT TO SOLAS VI.2

* **Regulation 2 – Cargo information**

* The following new paragraphs 4 to 6 are added after existing paragraph 3:

* "4 In the case of cargo carried in a container, except for containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyages as defined in regulation III/3, the gross mass according to paragraph 2.1 of this regulation shall be verified by the shipper, either by:

- .1 weighing the packed container using calibrated and certified equipment; or
- .2 weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.

* 5 The shipper of a container shall ensure the verified gross mass is stated in the shipping document. The shipping document shall be:

- .1 signed by a person duly authorized by the shipper;
- .2 submitted to the master or his representative and to the terminal representative sufficiently in advance, as required by the master or his representative, to be used in the preparation of the ship stowage plan.

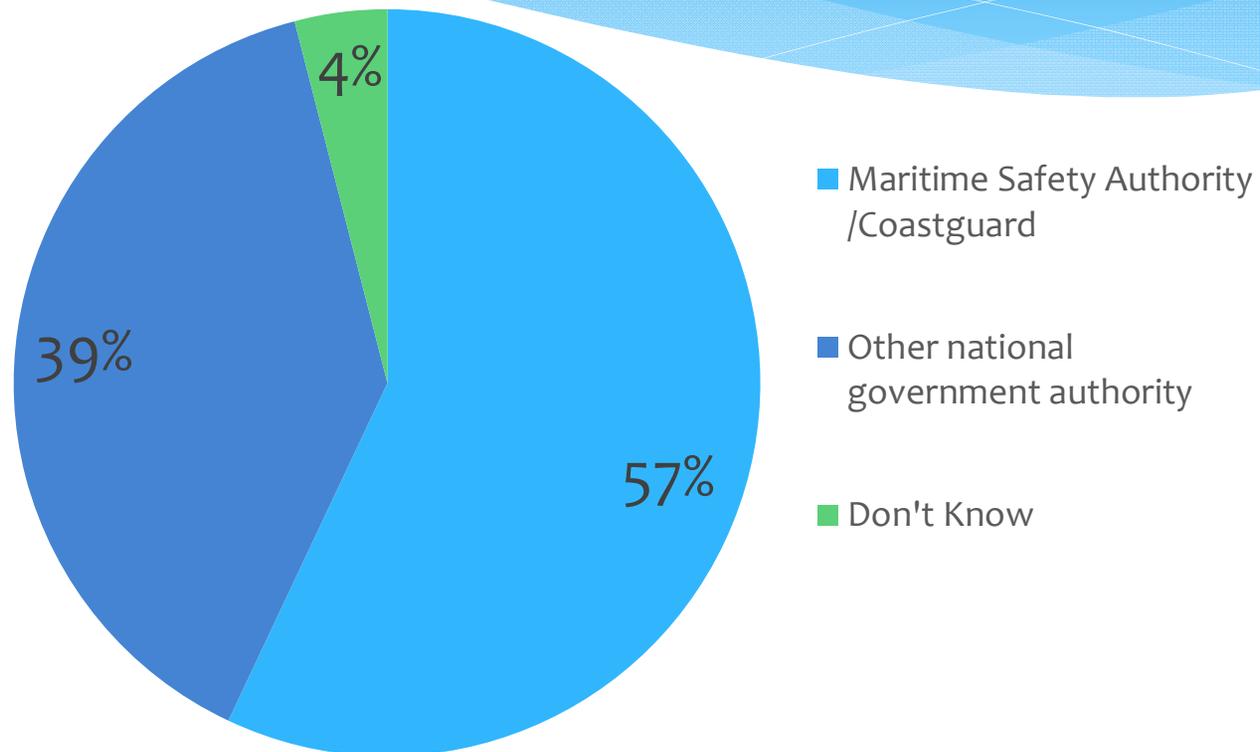
* 6 If the shipping document, with regard to a packed container, does not provide the verified gross mass and the master or his representative and the terminal representative have not obtained the verified gross mass of the packed container, it shall not be loaded on to the ship."

Are we ready for implementation

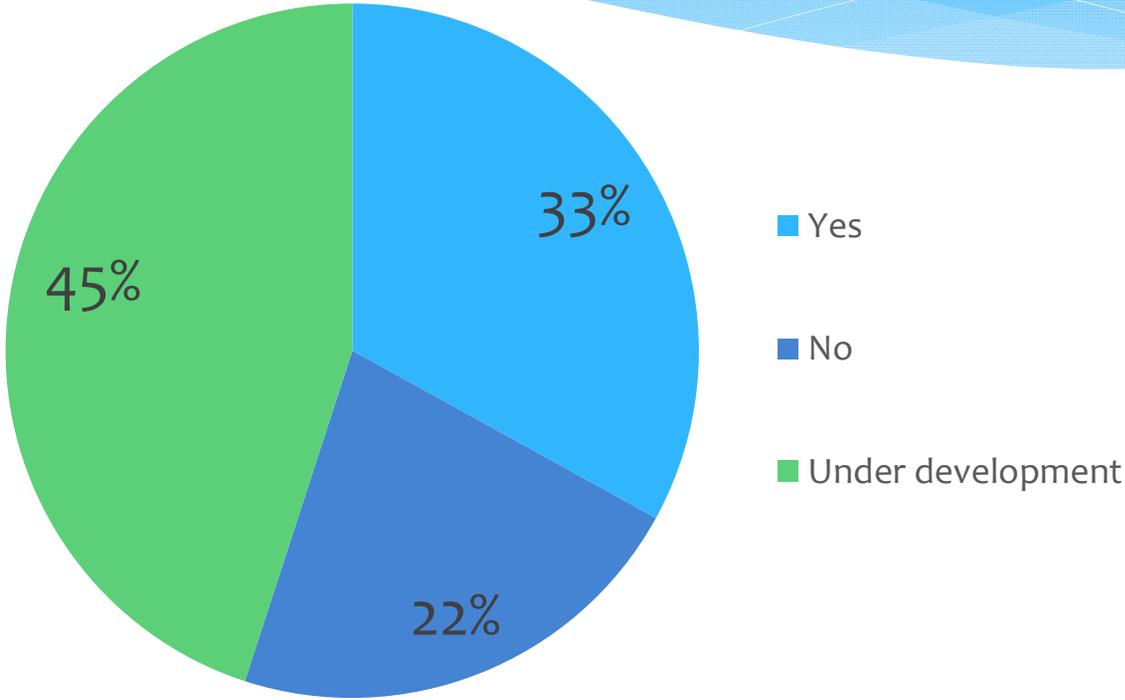


- * At FONASBA we have regularly surveyed our members to assess the state preparedness nation by nation.
- * Our findings have shown a wide variety of results from around the world.
- * The following slides indicate the results of our survey taken earlier this month.

Question 1: Who is 'designated authority' for implementation in your country?



Question 2: Have implementation plans already been put in place?

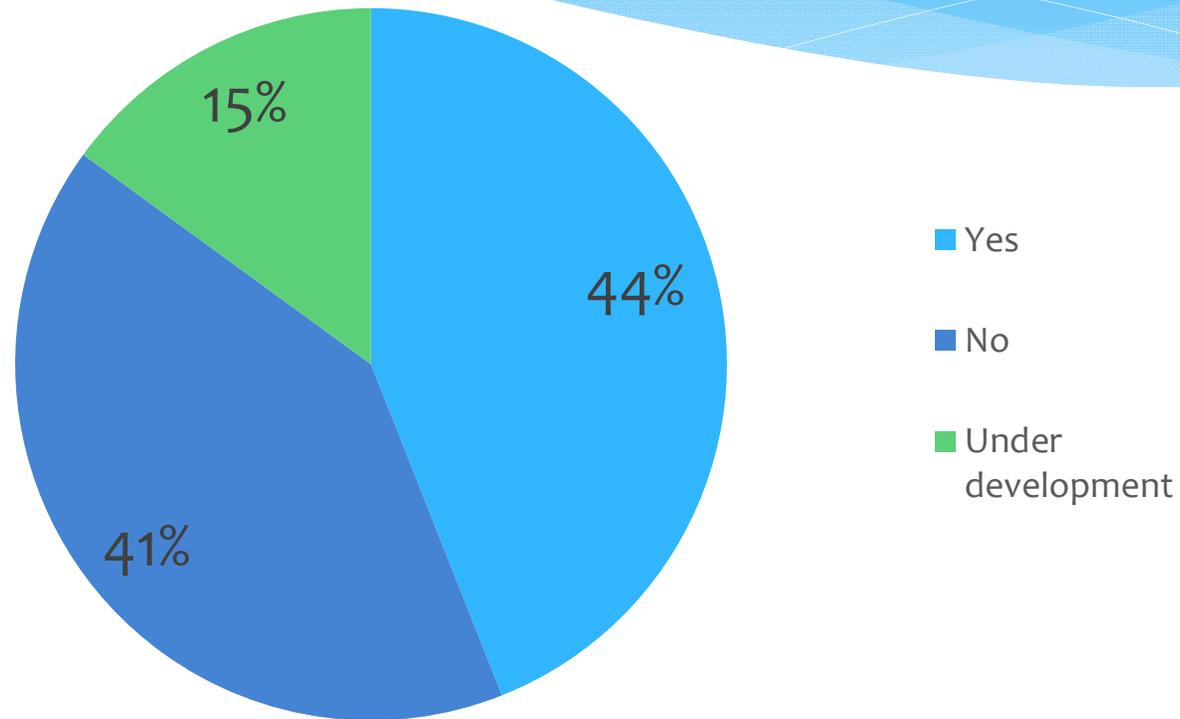


Stack Weights

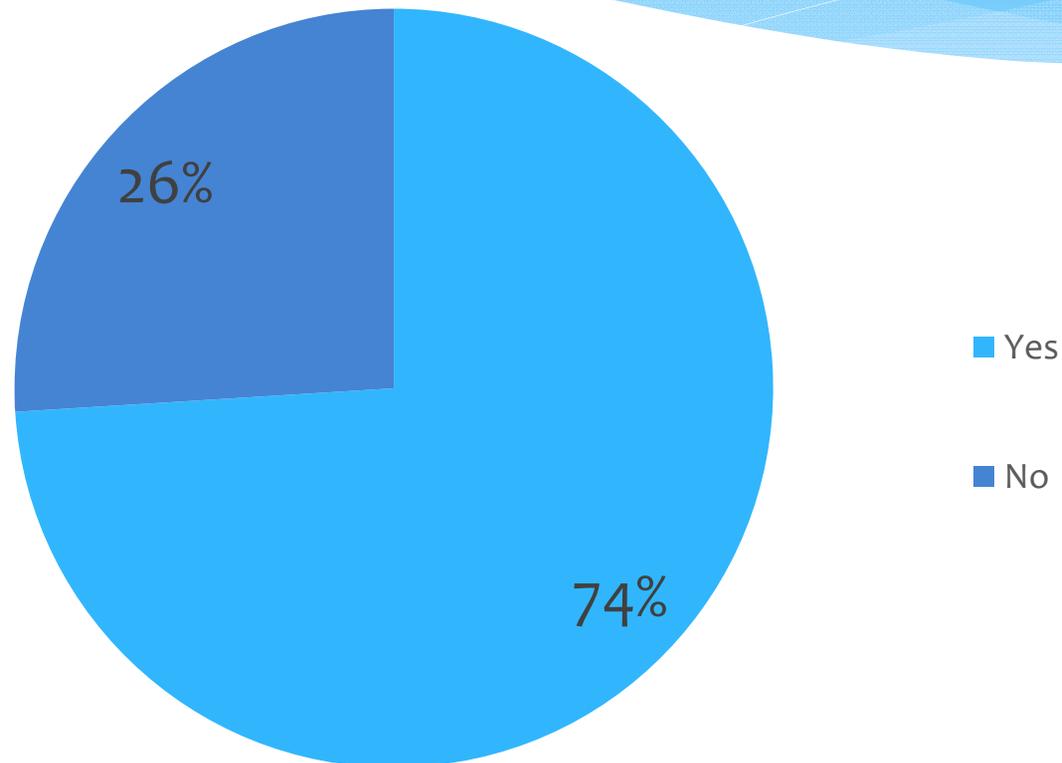


- * With ever larger vessels, stacking heights are increasing.
- * The incidents of stack collapses has increased.

Question 3: Has your 'designated authority' issued any guidance instructions?



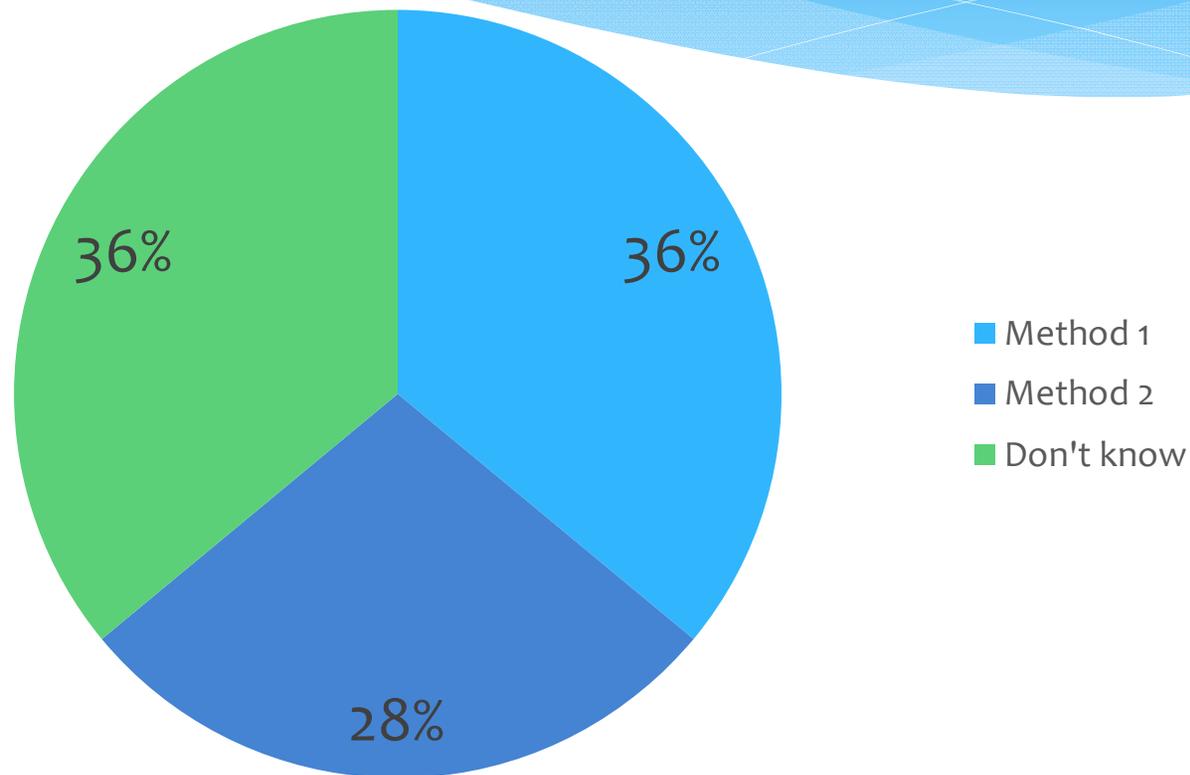
Question 5: Has your 'designated authority' defined who the 'shipper' is?





Most designated authorities define the 'shipper' as the party mentioned on the bill of lading. That could be a freight forwarder, agent or an overseas client for ex-works shipments.

Question 6: What proportion of shippers do you expect to use Method 1 or Method 2 for determining actual weight?

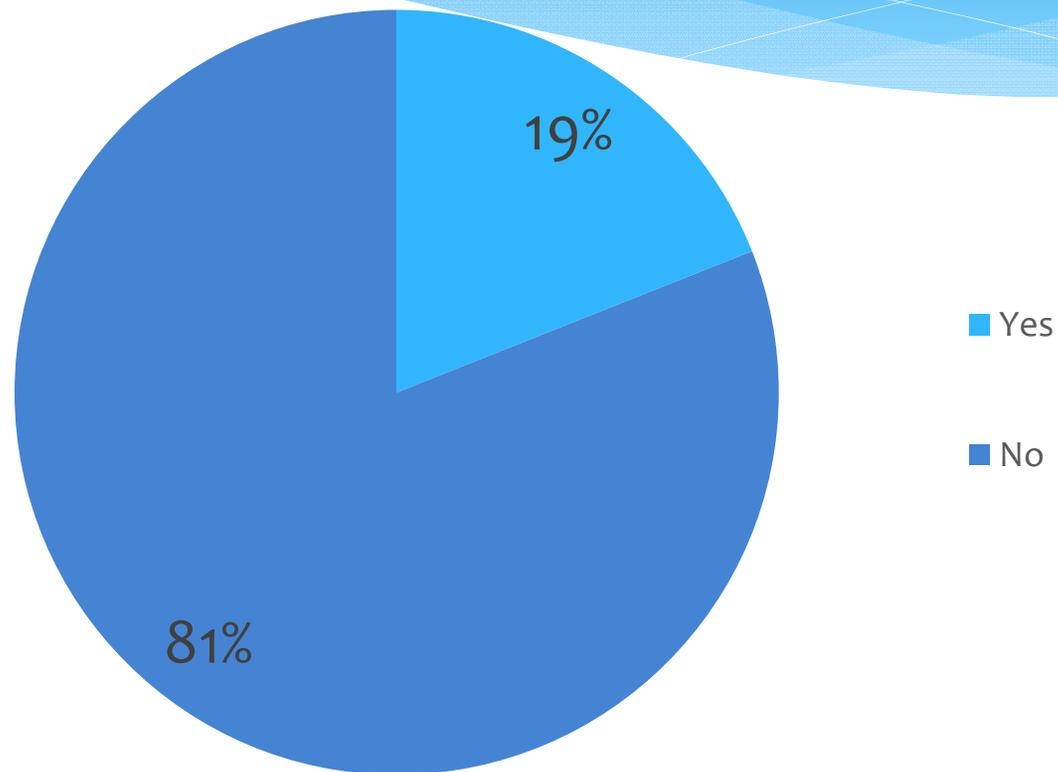


Are our shippers ready, have you taken steps to inform them?



They will be responsible for weight declarations using Method 2 (calculated mass).

Question 8: Are all containers currently weighed?

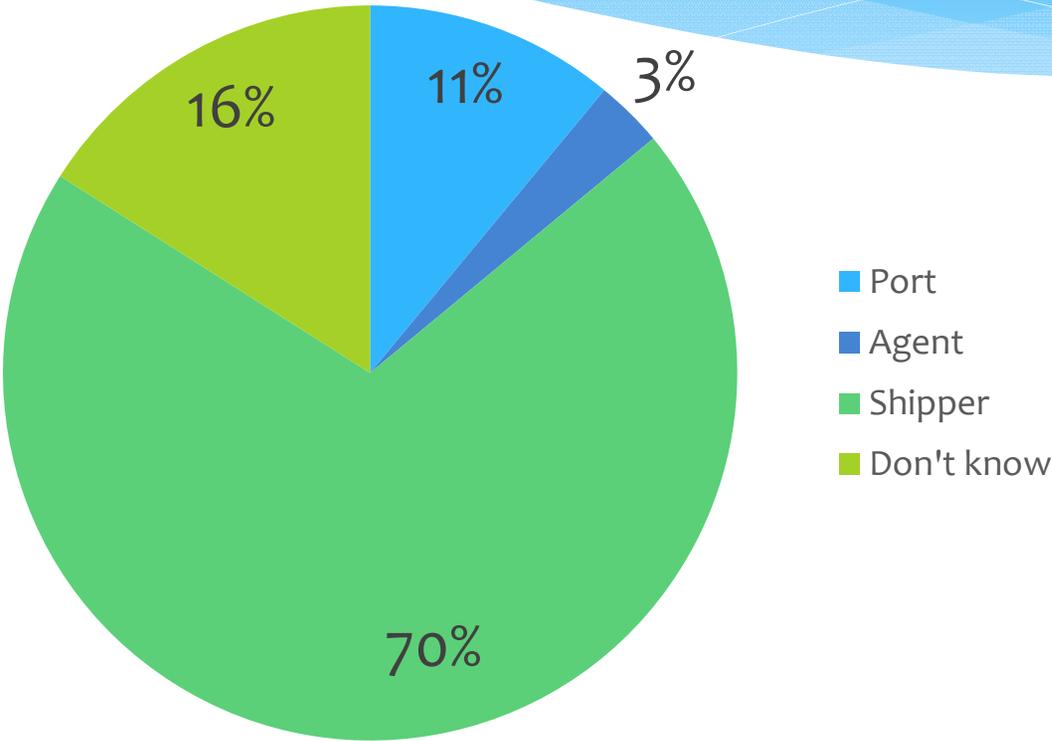


Lives are at risk!

- * A recent article quoted the C.E.O. of one of the world's largest forwarding companies. He was very concerned that this legislation would make his company less efficient and cost effective!
- * It should be pointed out to those who are inconvenienced that this legislation was introduced under SOLAS (safety of life at sea), and these companies profits are produced by those risking their lives to carry his freight.
- * It should also be pointed out, it has always been the responsibility of the 'shipper' to declare his cargo weight.



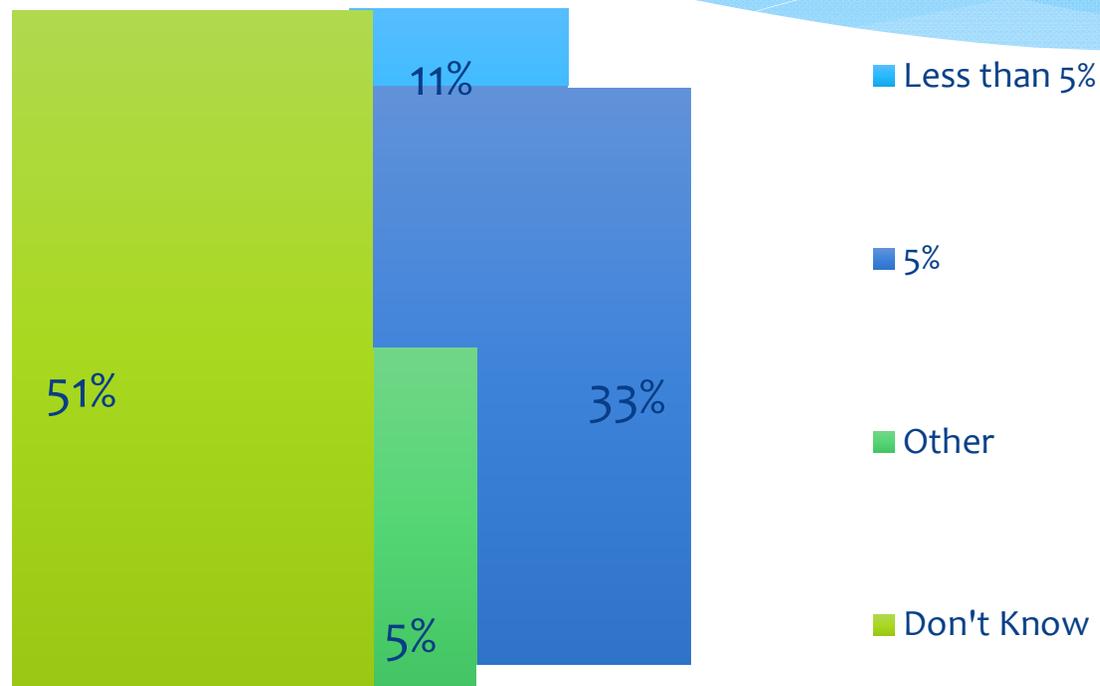
Question 11: Who is currently responsible for weighing?



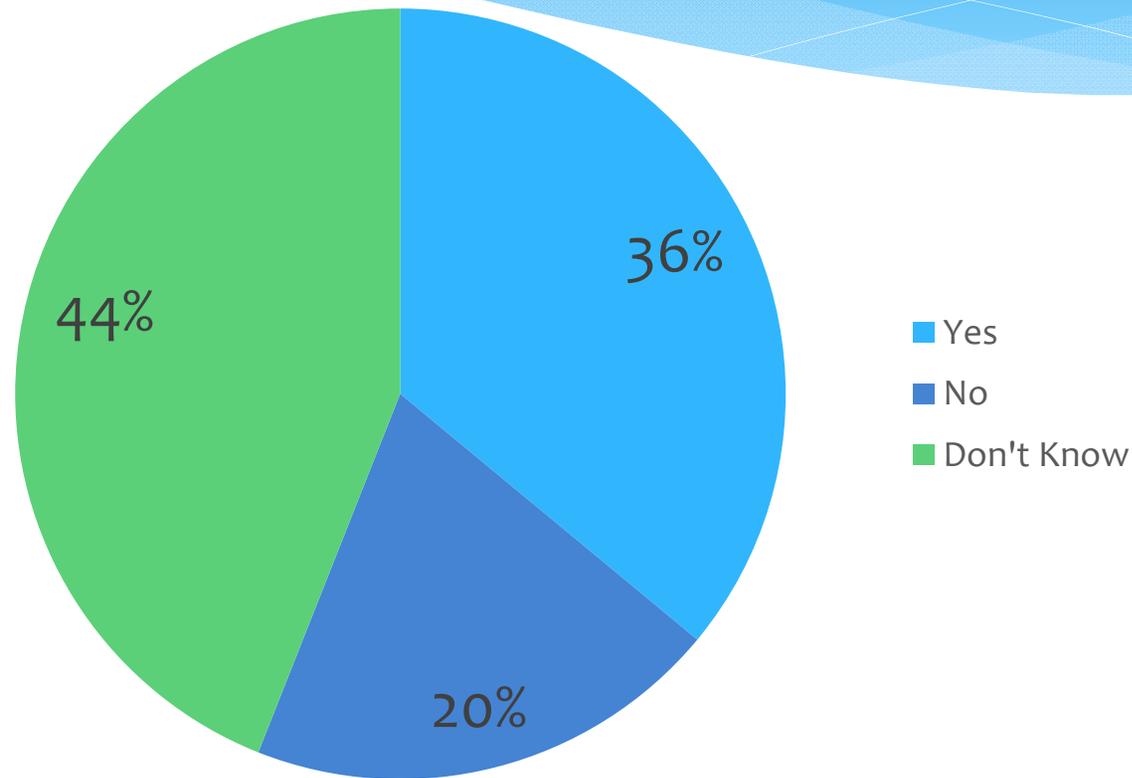
Who will actually weigh the containers?

- * The only time a full container is lifted is arrival at the terminal. Therefore the obvious choice would be the stevedore.
- * Our survey shows that not every terminal has the facility or desire to weigh containers, despite the obvious financial reward.

Question 16: Will your 'designated authority' allow any tolerance on weights?



Question 17: Will penalties apply if the weight varies from the certificate?



A large container ship is shown at sea, viewed from a distance. The ship is heavily loaded with colorful shipping containers in shades of yellow, blue, and red. The ship's white superstructure is visible in the center. The background features a rugged, brown cliffside under a cloudy sky. The water in the foreground is a deep blue with gentle ripples.

Only 36 days to go!

*Are we ready?

Much to do!

- * Did you know that China alone exports 31.3 million containers a year, or to put it another way, 85,753 per day, which is 3,573 per hour! On 1st July every one of those will need to have their weight verified before loading to vessel.

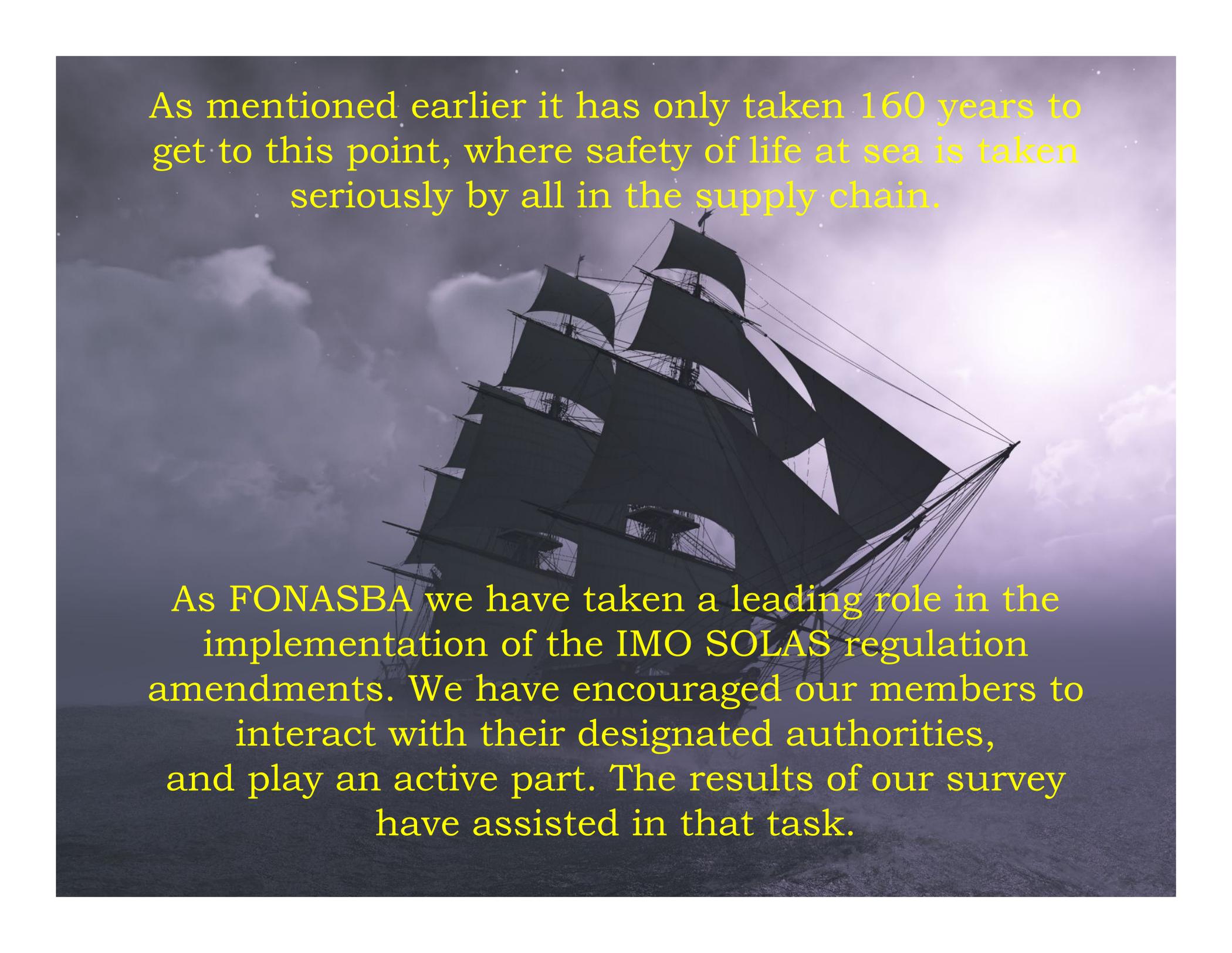
Our results reveal that few countries are fully ready, some even far behind. Does this mean that on 1st July many containers will be short shipped and left on the quayside?

YES!

22.06.2007

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IMO 9308039



As mentioned earlier it has only taken 160 years to get to this point, where safety of life at sea is taken seriously by all in the supply chain.

As FONASBA we have taken a leading role in the implementation of the IMO SOLAS regulation amendments. We have encouraged our members to interact with their designated authorities, and play an active part. The results of our survey have assisted in that task.