

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	FEDERAGENTI (Italy)
ENQUIRY DETAILS:	<p><i>After the grace period of three months granted by IMO to the States enforcing the new safety regulations about container weighing, the Italian Coast Guard (the Designated Authority) has started the procedures to verify the compliance. In order that we can ascertain if their proposals are in accordance with international best practice we would like to know:</i></p> <p><i>What procedures for verifying compliance with the SOLAS requirements are in place in your country?</i></p> <p><i>When verifying compliance with SOLAS requirements, does the Authority ask for the shipping document? If yes, which party, (terminal, carrier, freight forwarder, shipper) is required to provide it?</i></p> <p><i>Does the carrier have to send the shipping document to the terminal or only notify the VGM (e.g. 1000 kg)?</i></p> <p><i>What information is required to be included in the shipping document (e.g. shipper, the weighing station, the weighing certificate, method, etc..)?</i></p>
CLOSING DATE FOR REPLIES:	Tuesday 6th December

RESPONDING ASSOCIATION COMMENTS:

Algeria	<p>1/ A form issued by the Algerian authorities (See attached) must be filled in by shipper.</p> <p>2/ Shipper shall carry out the weighing of the containers at the level of TERMINAL or at a DRY PORT, where the customs formalities are carried out.</p> <p>The weighing information is reproduced on the form, to be signed by the party that has verified the weight (PORT TERMINAL or DRY PORT) and Shipper.</p> <p>A copy shall be given to the ship's agent, who must remit a copy to the terminal (loading port) and a copy to SHIP'S MASTER.</p> <p>2 / Yes. Terminal and Carrier.</p> <p>3 / Yes. Ship's agent (On behalf of carrier) must send the shipping document to terminal</p> <p>4 / Required infos: See details in attached document.</p>
Argentina	<p>1) The Argentine Coastguard, as Enforcement Authority, issued a provisional rule, which shall be revised during the first months of next year, for the application of the Container Weighing regime (SOLAS-Rule VI/2), which is enclosed in its original language together with its translation into English (Disp. RPOL, 008 No 01/16).</p>

	<p>2) No. At national level, the Maritime Authority controls the information provided by the shipper at local offices representing the shipping agencies and through the port terminals. On board foreign vessels, the Port State Control (PSC) regime is applied according to the procedures indicated by IMO.</p> <p>3) The Carrier must only send to the Terminal the VGM. It shall also be informed by the Shipper directly to the Terminal, as it does with the Carrier.</p> <p>4) The Shipment Document requires the shipper and VGM to be informed. The weighing certificate, method used, intervening station, etc. remain as local record for the controls performed by the National Maritime Authority.</p>
Belgium	<p>1. There are no official procedures for verifying compliance in place yet. Port State Control that will be the competent authority for controlling VGM, is aiming at a dedicated team of 4 persons, but are facing budgetary restrictions. We expect them to only start working on such procedures in January when the new legislation setting out the administrative fines in case of infringements with regard to VGM will become in force.</p> <p>Procedures will be set out in a way that VGM -inspections will not hamper or slow down terminal & loading operations.</p> <p>2. The shipping document will only be asked from the agent in case of infringements, this in order to pinpoint the “shipper” as liable party. Further proof e.g. that the VGM mentioned on the shipping document is correct, that method 2 was used rightfully etc. will be asked from the shipper.</p> <p>Port State Control is aiming in first instance at 1) documentary inspections with stevedores and on board, focussed on the loading list and proof that the VGM’s were available in time to be used for final ship’s planning 2) weighing of suspicious containers (however the possibilities in this respect are still limited / not everywhere available).</p> <p>For further information see the circular letter in attachment, point 5 (in French) http://mobilit.belgium.be/sites/default/files/resources/files/circulaire_legislation_belge.pdf</p> <p>3. The carrier only has to notify the VGM.</p> <p>4. As per MSC 1- circ. 1475 dd. 9/6/2014 “guidelines regarding the verified gross mass of a container carrying cargo” point 6 “documentation”, the only two requirements for the shipping document are 1) mention “verified gross mass” or “VGM”, and 2) name + signature (can be electronically) by the shipper. See also point 1 of the above circular letter.</p>
Brazil	<p>1) As reported by some affiliated members, the designated authority (Brazilian Navy) assigned the Terminals the task of ensuring that the procedures are being followed accordingly. Thus, no container is allowed to ship without the VGM being duly informed.</p> <p>2) Whenever requested, the terminals are supposed to provide it.</p> <p>3) Weighing is officially done at terminal gate, however, any party involved may request the weighing of the units, for its own purpose, at any time.</p> <p>4) The Weighing Certificate issued by the terminal.</p>

Cote D'Ivoire	<p>A project of governmental decree not already signed makes of the Chamber of Commerce and Industry of Côte d'Ivoire (CCI CI), the responsible body of the VGM weights' certification.</p> <p>At this end, CCI CI has the responsibility to handle statistics of issued VGM to be transmitted to ports and public administrations, including the customs administration which is receiving all cargo manifests from agents and whose taxes and dues are based on loading and discharging cargoes' weights.</p> <p>Are still waiting for the signature of this decree.</p>
Croatia	<p>What procedures for verifying compliance with the SOLAS requirements are in place in your country?</p> <p>None</p> <p>When verifying compliance with SOLAS requirements, does the Authority ask for the shipping document? If yes, which party, (terminal, carrier, freight forwarder, shipper) is required to provide it?</p> <p>No</p> <p>Does the carrier have to send the shipping document to the terminal or only notify the VGM (e.g. 1000 kg)?</p> <p>Only notify the VGM</p> <p>What information is required to be included in the shipping document (e.g. shipper, the weighing station, the weighing certificate, method, etc..)?</p> <ul style="list-style-type: none"> - Shipper - Container number - VGM - Method used - Weighing date - Weighing station - Certificate number
Cyprus	<ol style="list-style-type: none"> 1. The responsibility with regard to the verification of the weight of containers lies exclusively with shippers who, prior to the arrival of containers at the port, should submit to the Shipping Agents and the Port Operator a copy of the said certificate. If shippers fail to do so, containers are not allowed to be loaded onto the ships with all adverse negative effects. 2. Shipping Agents in order to issue the Shipping Declaration and subsequently the Bill of Lading for the loading of a container on board a vessel should be provided in advance by shippers with a copy of the official verified certificate. 3. The Shipping Agent has no responsibility for sending the shipping document to the terminal operator and/or vice versa. It is the responsibility of shippers to inform both (Agents and Terminal Operators) accordingly.

	<p>4. The information required to be included in the shipping document is: shipper, the weighing certificate showing also the weighing station and the method followed.</p>
Denmark	<p>The Danish Maritime Authority (DMA) is the designated authority, and once they commence checking some containers they will contact the shipper (as per B/L or “Housebill”) to check how the Shipper established the VGM, upon the two available methods.</p> <p>The terminal accepts the VGM as provided by Shipper or Shipper’s representative a no supplemental documents are required to follow the VGM weight. In case the weighing is ordered to take place at the terminal most terminal operators offer digital solution to provide it to the ship owners in time prior to loading.</p> <p>The B/L will contain Shippers name and the VGM appears as a single “box” information in the shipping document. It is not a requirement to supply how the weight was established in advance and that would only have to be clarified in case of an inspection.</p>
Dubai	<p>Shipping Documents are provided by the Shipper giving details of the shipment with weight as per the Shippers loading. However all containers are weighed upon entry to the Port and that information is automatically transmitted to the Lines and Transport companies.</p> <p>Any variation is therefore actioned prior to the container being loaded to the vessel.</p>
France	<p>Please be informed that in the last version of the ministerial order is that the shipper must check the VGM of each of the containers stuffed in France and destined to be loaded on a vessel calling a sea port except those loaded on a chassis loaded or unloaded from a ro/ro performing short international voyages</p> <p>The shipper checks that the VGM of each container is shown on the shipping /forwarding documents-preceded by “verified gross mass”, English is permitted.</p> <p>The document is signed by the shipper or a person duly authorized by him and is transmitted to the captain or his representative within necessary time for issuing the loading and stowage plans</p> <p>The shipper or the authorized body sends the shipping /forwarding document to the captain or his representative if possible before the entry of the ct on the terminal (before gate in) and at the latest before the deadline fixed by him . Beyond this time no container without VGM will be loaded on board vessel. The operator/ship owner sent as soon as received the VGM to the stevedoring company. The document can be transmitted by electronic means/IT systems or any other system enabling traceability.</p> <p>Method 1 or 2 can be used by shipper. Shipping documents are not sent to the authorities.</p>

	<p>No administrative penalty apply but only commercial and financial sanction due the shut out of the cargo on the terminal in case of absence on time of VGM. (Please see abstract of the draft of the ministerial order attached).</p>
Germany	<p>You can find the German requirements under: http://www.deutsche-flagge.de/en/fagen/fag-safety-and-security--vgm?set_language=en</p> <p>The Authority will ask the terminals. But it will only check if the VGM has been sent.</p> <p>The verified gross mass has to be documented by the shipper in the shipping documents. The document can be part of the shipping instructions to the shipping company or a separate communication. The documentation can also happen electronically. In any case, it has to be signed by a person authorized by the shipper. When electronic transmission is used, the signature may be made with simple electronic signature. SOLAS VI/2: "Reference to documents in this regulation does not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an aid to paper documentation."</p> <p>http://www.deutsche-flagge.de/en/downloaden/safety-and-security/cargo/container/model-procedure-for-determining-the-gross-mass-of-a-cargo-container-method-2</p>
Great Britain	<p>Compliance with (UK) VGM resides ultimately with the UK Maritime & Coastguard Agency. We are not aware of any compliance checks being carried out by the Agency but am sure that if there was a maritime incident that a VGM audit would be one of the checks carried out when apportioning blame investigating.</p> <p>That said the system appears to be strictly policed at the main UK Ports and by the Lines - who use their computerised inventory systems and the shipping lines own manifesting systems to exchange VGM info.</p> <p>There is no paper declaration in these exchanges - no doubt something could be printed off if needed. The Ports are charging for the service it must be auditable.</p> <p>In our experience 80% of VGM measurements are done at the Port by the Port, either requested by the Forwarder to the Port or by the Shipping Line to the Port. Where the shipper provides, the VGM forms are ad hoc but at least have the container number/VGM and approval number as per example. The Line enters this to their systems which communicates to the Wharfinger/Port systems electronically, there are no heaps of papers going backwards and forwards.</p> <p>At the much smaller UK ports the system is understandably looser depending on who is doing what. They are accepting VGM declarations on a SSN - with all the information that gets shown on a SSN + the VGM approval number</p>
Hungary	<p>1. Unfortunately there is no local/Hungarian regulation or law about compliance of SOLAS-VGM procedures. Therefore there is no real restriction or penalty if somebody do not comply with SOLAS-VGM rules. However, our experience is that most companies dealing with overseas export already purchased necessary equipment and changed operational protocol to fulfill requirements of SOLAS regulation. Hungarian container</p>

	<p>terminals are also registering much higher weighing orders/volume since beginning SOLAS-VGM.</p> <p>2. Hungarian Tax and Customs Administration have the right to check shipping documents per random sample, but they are checking docs to verify if cargo and shipping docs fulfill request of Customs and Tax regulation and not to verify regulations of SOLAS due to lack of EU/national regulation.</p> <p>3. As we are a landlocked country, terminals do not need VGM docs.</p>
Israel	<p>The Israeli Shipping and Port Authority instructed the ports to verify the gross mass of each and every container at the Port Gate. For those containers which are arriving by rail into the ports, the ports imposed on the rail authority to verify the gross mass of each and every container and report the figures to the ports prior arrival to the port. The gate performs the VGM which is transmitted to the Terminal Operation System.</p> <p>The ports obtain from the shipper designated custom broker a document called "Storage Certificate". This certificate shows the cargo weight in the container declared by the shipper. This data is not used in the VGM process but if the discrepancy between the VGM and shipper's declaration are significant the ports draw the attention of the shipper.</p> <p>The carrier sends to the terminal two documents. The Closing Container List and the respective vessel's bay plan. Both documents include the container weights based on the weight appearing in the shipping declarations. This is not always a VGM. The carrier is not involved in the VGM process it is only the port operation.</p> <p>I repeat that the port obtains two documents, the Storage Certificate from the custom broker including the weight declared by the shipper(not always a VGM weight).The vessel's Closing Container List in which the container weight appears with the name of the shipper and finally the vessel's bay plan with the respective container weight (not always a VGM).</p>
Japan	<p>From 1 July 2016, as per SOLAS amendments, all export containers are carried-in to carrier's Container Terminal with gross weight of each container.</p> <p>Shipper or their nominated freight forwarder obliged to register name as shipper/ forwarder/measurer to government sector concerned.</p> <p>"Filled Container Gate-in Slip" is submitted together with container with information of VGM, registered number of Shipper & Forwarders who is responsible, as well other shipping details in accordance with the SOLAS regulation.</p>
Jordan	<p>a) Jordan has a single container terminal that is managed by APM Terminals. All containers are weighed using the terminal's weighing stations after gate-in. If the VGM was provided by the shipper, then the terminal compares the declared VGM with the one obtained from their weighing stations. If the difference was less than 5% (or 1000 kgs, whichever is lower), then the terminal does nothing. If the VGM was declared by the shipper but the difference between it and the weight showing on their weighing station exceeds 5%, then they penalize the shipper and transmit the new VGM to the shipping lines. If the shipper did not declare VGM</p>

	<p>value, then the terminal operator submits the weight to the shipping lines, and charge shippers for that.</p> <p>b) No, they don't. They do request that authorized weighing stations should issue VGM certificates showing the weight, though. But they refer to that certificate only in case there was a big difference between the VGM declared by shippers and the weight showing on Aqaba Container Terminal's weighing stations, and in which case the problem got escalated to the Jordan Maritime Authority.</p> <p>c) The carrier has to manually enter the shipper-declared VGM values into a system that is used as an interface between all shipping lines and Aqaba Container Terminal. No shipping documents are required. The Terminal only considers the data entered on that system, and assumes that the shipping lines is following the Jordan Maritime Authority's regulations in accepting VGM data from shippers.</p> <p>d) No information is required by Jordan Maritime Authority to be included in shipping documents. It is much easier to control the implementation in Jordan because there is only one container terminal, which weighs all containers, and the Jordan Maritime Authority, in a way, is relying on it to control the VGM process.</p>
Kenya	<p>Procedure in place to verify compliance is random weighing of at least 5% of export containers exiting Mombasa Port.</p> <p>Yes</p> <p>Terminal requests the weighing certificate from Shipper/their clearing Agent</p> <p>The Carrier only declares the weights through the shipping order even though the shipping order is submitted to Terminal by Shipper/their forwarder</p> <p>The shipping document should include: Shipper/Weighing method/Equipment number/Station</p>
Lebanon	<p>No additional procedures were set by the ministry of transport or other authority. VGM verification is made by the port based on declaration provided by shipper or forwarder to the liner agent who in turn declares same in the load list to the port.</p> <p>No.</p> <p>Only notify the VGM figures.</p> <p>Question is not clear.</p>
Libya	<p>Please note that we do not experience any changes since our last notification. Situation in Libya still very unstable.</p>
Malta	<p>1) No VGM = No Load. Each gate transaction must be accompanied by a VGM certificate or else this will not be executed.</p> <p>2) The Terminal asks the shipper for a VGM certificate at gate in or else the container will not be processed for entry.</p> <p>3) The haulier must provide a physical copy of the VGM certificate at gate in.</p> <p>4) A weighing bridge ticket or a certificate issued by a competent authority certified by Transport Malta must include the container number.</p>

Mexico	<p>Answers to questions:</p> <ol style="list-style-type: none"> 1. In Mexico, the authority that has the power to verify the compliance of SOLAS is the General Management of the Merchant Navy. 2. Yes, the shipper. 3. Only notify the VGM, only the weight in the booking. 4. In case of any doubt, we have to present the weighing certificate. <p>General comments:</p> <p>In México is the General Management of the Merchant Navy the authority responsible of the implementation and enforcement of the SOLAS requirements regarding the verification of the gross mass of packed container, on June 17th 2016 this authority in coordination with the Mexican authority for Standardization and Metrology issued the Guidance Instructions for the Verified Gross Mass of Packed Containers, this guidelines consider the two methods of weighing and gave the shipping lines the chance to establish their deadline to receive the VGM but sufficiently in advance to be used in the ship stowage plan, our document did not consider any penalty for not providing the verified gross mass besides not loading the packed containers onto the ship.</p> <p>At first the Port Terminals didn't want to receive containers without their weight certificate, even when it was established by our authority that the shipper meets its obligation by submitting the VGM to the Shipping Company. After some discussions, this was solved.</p> <p>Today all Mexican ports has weighing facilities and there's no reports of containers being left behind for not having the VGM or loading without having it.</p>
Morocco	<p>Yes, The Shippers or their forwarding agents have to provide to the Authority a certificate of weight together with their own signed declaration of VGM at the port entrance gate.</p> <p>The VGM document is to be also remitted to the Terminal as well as a copy to carrier's agent.</p> <p>The shippers or their forwarding agent, the weighing station, location etc... are available in the above said declaration and VGM document.</p>
Netherlands	<ul style="list-style-type: none"> - Deliver a correct VGM - Until now we have no experience with any verifying whatsoever. Point of departure was that Port State Control would do check on documents on board the ship, but until now no visit of PSC has been notified to us - VGM is incorporated in the documents sent to the terminal. If no VGM is mentioned, the terminal will accept the container but there will be no loading on-board the ship until VGM is there. - Normal procedure/documents including VGM
Portugal	<p>No changes since our last report.</p>
Russia	<ol style="list-style-type: none"> 1. Designated authority (Port Captain) is authorized to request the carrier for VGM certificate for any container if needed. 2. Carrier is to provide the VGM certificate on request of the Port Captain.

	<p>3. Not necessary to provide the VGM certificate to terminals. Notification with VGM is enough for them.</p> <p>4. The VGM certificate is supposed to contain the following: weighing station name, date of issue/weighing, method of weighing, container number, container's verified gross mass, name and signature of person who weighed the container</p>
Slovenia	<p>By us is controlled by PSC and the carrier is this resolving directly with the Shipping line.</p> <p>For moment no problems with VGM.</p>
South Africa	<p>See our response to the September container weighing survey.</p>
Spain	<p>None at the moment. Due to the particular political situation in Spain, the designated authority issued a 'basic' rule for the implementation of the IMO Guidelines last June 15th.</p> <p>Last week, after the recent new government designation, they have already nominated general director of the 'designated authority' (Direccion General de la Marina Mercante). Now, they have communicated us that they are going to establish the procedures to verify compliance and to sanction those not complying.</p> <p>We expect to know the draft of this document within the next two months</p>
USA	<p>a) The US Coast Guard, in the normal course of vessel inspections under its flag state and port state control authorities, will continue to verify that the ship's master receives the VGM of containers in order to ensure that ships are loaded safely & operate within their structural and stability safety limits.</p> <p>b) The following methods are acceptable:</p> <ol style="list-style-type: none"> 1) Terminal weighs the container, and when duly authorized, verifies VGM on behalf of the shipper 2) Shipper & carrier reach agreement whereby the shipper verifies the weight of the cargo, dunnage & other securing material, and the containers tare weight is provided and verified by carrier. <p>c) The US implementation, national regulations provide for other entities within the container export chain, in combination with the shipper, to provide and sign for the verified container weight. This provides needed flexibility for all entities in this dynamic business to work together to ensure ship's masters are provided accurate verified container weights.</p> <p>d) Not specified, that said, can assume that there must be some verifiable documentation provided by master during USCG inspection.</p>
Venezuela	<p>a) What procedures: Shipping lines have in their web page, a link that exporters must fill in, together with the booking, a notification of the weight is sent to the shipping line agent and the agent will send same to the vessel's operator and the Terminal.</p> <p>b) SOLAS requirement - parties providing : Terminal, Stevedores and Agents</p> <p>c) Carrier has to send the shipping documents</p>

	d) Information required: shipper, custom broker, weight station, weight certificate and method - the port weighs the truck and container so also the truck particulars are inserted on the weight certificate.
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PEOPLE'S DEMOCRATIC REPUBLIC OF ALGERIA

THE VERIFIED GROSS MASS OF A CONTAINER CARRYING CARGO
STATEMENT OF COMPLIANCE



This statement supplement the Bill Of Lading

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE
AT SEA, 1974, as modified by the Protocol of 1988 relating thereto

Under the authority of the People's Democratic Republic of Algeria

By.....
(Person or port/terminal facility or weighing facility duly designated)

Bill of Lading Number [BM].....

Shipper [SH].....

Carrier [CA]..... Voyage number.....

Vessel Name..... Call sign..... IMO Number.....

Port of loading.....

Port of discharge.....

Place of transhipment.....

Approval Verification Method Number by Competent National Authority[SM 1].....

N°	Container ID	SEAL NUMBER	Verified Gross Mass [VGM]	Verification Date and Time [VDT]
01				

The party that has verified the weight (e.g. the operator of the weighing facility) Contact details (Name, Address, Tel, Email)	Method of weighing ¹ (Crane, scale, weighbridge or lifting equipment)
	Signature _____ Place and Date _____ Signature _____

.....
(Person duly authorized by the shipper)

Person duly authorized by:
 - Port / Terminal facility
 - Dry port / (weighing station)

*Name in capitals

¹ If the VGM of packed container is obtained by weighing the container while it is on a road vehicle, the tare mass of the road vehicle & the tractor (as indicated on their registration documents) should be subtracted. The mass of any Fuel on the tank of the tractor should also be subtracted; (Msc1/circ1475 paragraph 11)

ITALY VGM SURVEY – FRANCE

Draft in french of the ministerial order

Art. 1er. – Le terme de «chargeur» désigne une entité juridique ou une personne désignée sur le connaissement ou sur la lettre de transport maritime, ou encore sur un document de transport multimodal équivalent (un connaissement «de bout en bout», par exemple), comme étant le chargeur et/ou qui a signé un contrat de transport avec une compagnie de navigation (ou bien au nom ou pour le compte de laquelle ce contrat a été signé). Les voyages internationaux courts visés sont ceux décrits dans la convention internationale sur la sauvegarde de la vie humaine en mer (SOLAS), au chapitre III, partie A, règle 3.

La « masse brute vérifiée » d'un conteneur désigne la masse brute totale d'un conteneur empoté obtenue par les méthodes visées à l'article 3.

La masse exacte d'un conteneur est définie comme celle obtenue par la méthode 1 de pesage.

Le «document d'expédition» désigne un document utilisé par le chargeur pour communiquer la masse brute vérifiée du conteneur empoté. Ce document peut faire partie des consignes de transport fournies à la compagnie de navigation ou faire l'objet d'une communication distincte (par exemple, une déclaration comprenant un certificat de poids établi par une station de pesage).

Le terme «pesage» désigne l'opération consistant à déterminer la masse d'un objet par l'utilisation d'un instrument de pesage approprié, à fonctionnement automatique ou non automatique. Un instrument de pesage approprié, à fonctionnement automatique ou non automatique, est un instrument de mesure certifié et à jour de ses vérifications de métrologie légale.

Le terme de «conteneur» a le même sens que celui qui lui est donné dans la convention CSC (convention internationale sur la sécurité des conteneurs adoptée le 2 décembre 1972, au sein de l'Organisation maritime internationale) et désigne un engin de transport:

- a) De caractère permanent et, de ce fait, assez résistant pour permettre un usage répété;
- b) Spécialement conçu pour faciliter le transport des marchandises, sans rupture de charge, pour un ou plusieurs modes de transport;
- c) Conçu pour être assujéti et/ou manipulé facilement, des pièces de coin étant prévues à cet effet; et
- d) De dimensions telles que la surface délimitée par les quatre angles inférieurs extérieurs soit: i) D'au moins 14 m² (150 pieds carrés); soit ii) D'au moins 7 m² (75 pieds carrés) si le conteneur est pourvu de pièces de coin aux angles supérieurs.

Art. 2. – Le chargeur vérifie la masse brute de chacun des conteneurs empotés en France et destinés à être chargés sur un navire faisant escale dans un port maritime, sauf ceux transportés sur un châssis ou une remorque d'un véhicule qui embarque et débarque d'un navire roulier effectuant des voyages internationaux courts.

Le chargeur s'assure que la masse brute vérifiée de chacun des conteneurs est déclarée dans le document d'expédition précédée de la mention «masse brute vérifiée»; cette mention peut être indiquée en anglais.

Le document d'expédition est signé par le chargeur ou une personne dûment autorisée par le chargeur, et est soumis au capitaine ou à son représentant dans le délai nécessaire au capitaine ou à son représentant pour l'établissement du plan de chargement et de saisissage.

Le chargeur ou une personne dûment autorisée par le chargeur remet le document d'expédition au capitaine ou à son représentant, **dans la mesure du possible avant l'entrée du conteneur sur le terminal et au plus tard avant la date fixée par ce dernier. Au-delà de cette date, tout conteneur dont le capitaine ou son représentant n'aura pas reçu la masse brute vérifiée ne pourra pas être chargé à bord du navire. au moment de l'entrée dans le terminal portuaire du conteneur ou des conteneurs figurant dans ce document d'expédition, sauf accord express, convenu à l'avance entre l'armateur ou son représentant et le chargeur.**

L'armateur communique **dès réception** au représentant du terminal portuaire la masse brute vérifiée de chacun des conteneurs figurant dans le document d'expédition

Le document d'expédition peut être communiqué par voie électronique ou tout autre système assurant une traçabilité; la signature du chargeur ou de la personne dûment autorisée par le chargeur, figurant dans le document électronique, peut être électronique ou être remplacée par son nom, en majuscules.

Art. 3. – La masse brute vérifiée d'un conteneur, déclarée dans le document d'expédition, est obtenue par le chargeur en utilisant au choix l'une des deux méthodes de détermination du poids, qui doivent être documentées. La masse brute vérifiée est exprimée en kilogramme. Le délai de conservation des informations enregistrées par le chargeur à chacune des étapes réalisées de la méthode 1 ou 2 est fixé à un an.

Méthode 1: le chargeur obtient la masse brute vérifiée du conteneur empoté à l'aide d'un instrument de pesage approprié. Dans le cas particulier d'une marchandise en vrac, il est recommandé au chargeur d'adopter cette méthode.

Méthode 2: le chargeur obtient la masse brute vérifiée du conteneur en suivant la procédure en cinq étapes ci- après décrite:

Etape 1: le chargeur obtient la masse de chacune des marchandises renfermées dans le conteneur, soit à l'aide d'un instrument de pesage approprié, soit en les obtenant auprès des fabricants, soit en les récupérant à partir de sa base de données.

Etape 2: le chargeur obtient les masses des emballages des marchandises, soit à l'aide d'un instrument de pesage approprié, soit en les obtenant auprès des fabricants, soit en les récupérant de sa base de données ou de celle du professionnel chargé de l'empotage.

Etape 3: le chargeur obtient les masses des palettes, des matériaux de fixation et de fardage et de tout autre matériau d'assujettissement à charger dans le conteneur, soit à l'aide d'un instrument de pesage approprié, soit en les obtenant auprès des fabricants, soit les récupérant de sa base de données ou de celle du professionnel chargé de l'empotage.

Etape 4: le chargeur utilise la tare du conteneur indiquée sur ce dernier.

Etape 5: le chargeur additionne toutes les masses obtenues aux étapes 1 à 4.

La masse brute vérifiée du conteneur obtenue par la méthode 2 est le résultat de l'addition décrite à l'étape 5.

Art. 4. – **Pour les conteneurs d'une masse de 10 tonnes ou plus, tare comprise :** le résultat de la différence entre la masse exacte du conteneur et celle déclarée dans le document d'expédition, divisée par la masse exacte du conteneur, est compris entre - 0,05 et + 0,05.

Pour les conteneurs d'une masse de moins de 10 tonnes, tare comprise : le résultat de la différence entre la masse exacte du conteneur et celle déclarée dans le document d'expédition est compris entre - 500 Kg et + 500 Kg.

Art. 5. – Le non-respect des dispositions de l'article 4 autorise l'armateur ou son représentant à ne pas charger le conteneur sur le navire. Les coûts en résultant, de toute nature, y compris ceux de stationnement et de reprise des conteneurs, sont supportés par le chargeur.

Lorsque le capitaine ou son représentant démontre un non-respect des dispositions de l'article 4 pour un conteneur, l'ensemble des coûts afférents au traitement de ce conteneur, y compris son pesage, incombe au chargeur; dans le cas contraire, l'ensemble des coûts est supporté par l'armateur.

Shipper



IMS 09J

CONTAINER GROSS MASS VERIFICATION CERTIFICATE

Shipment Number: **SO.11615/2c**

Container Number: **TDRU5516347**

Seal Number: **U317152**

Vessel Name: **MV ANTJE**

Customer: 





} don't think this
is necessary

VGM Approval Number : **0192/GB0719**

We hereby certify that the Verified Container Gross mass for
the above container is: **28570.00kg**

Signed 



Date: **1/12/16**