



Notice to Shippers

Date:
17/02/2016

Subject:
SOLAS CONTAINER WEIGHT VERIFICATION REQUIREMENT

Dear valued Customer,

The amended SOLAS regulations regarding the verified gross mass (VGM) of a packed container will enter into force on July 1st 2016. To ensure a smooth implementation we would like to stress again the urgent requirement for all our shippers to evaluate / change your process of container weight verification, documentation and transmission.

While there are still some open questions and implementation delays from certain national governments, at this date we have no indications that the new requirements will not set into effect on time.

We would like to emphasize that any container for which a verified gross mass has not been provided to the carrier in sufficient time for the production of the stowage plan, will strictly not be loaded aboard the vessel.

Non-compliance with the new SOLAS regulations may not only result in cancelled or delayed shipments, but also in government imposed penalties/fines and additional administration/demurrage fees.

The Verified Gross Mass can be determined by one of the two methods described below:

Method 1 – The shipper (or a third party duly appointed by him) weighs the packed container at the end of the stuffing operation once the seal is affixed, using calibrated and certified equipment.

Method 2 – The shipper (or a third party, by arrangement of the shipper) weighs all packages, cargo items, pallets, dunnage and other packing and securing material and adds the tare mass of the container. The total sum finally obtained is the weight to be provided. This method is subject to certification and approval by the competent authority of the State in which the packing and sealing of the container was completed.

Shippers are legally responsible to obtain and pass on at least the following VGM-details of their containers to the ocean carrier:

- Verified Gross Mass
- Shipper's authorized signature (can be electronic)
- Container Number
- Booking Number
- Local/National regulations might require additional data or documents

The VGM-details should be part of the shipping documents and can be send to DAL either manually via mail, via EDI or via our online services on www.dal.biz. DAL is presently working on system enhancements to facilitate your VGM submission and will provide detailed information on acceptable EDI formats in due course.

In case you still require more information of the new SOLAS amendment, we would like to recommend the following useful websites:

<http://www.worldshipping.org/industry-issues/safety/cargo-weight>

<http://www.ttclub.com/loss-prevention/publications/container-weighing/>

We will however keep you informed regularly about any developments regarding these requirements.

Kind regards
DAL Hamburg