



DENKERS B.V.

Verified Gross Mass (VGM) practice advisory for The Netherlands

As you may be aware, the International Maritime Organization (IMO) adopted mandatory amendments to the International Convention for the Safety of Life at Sea (SOLAS). Based on this amendment we will need to receive VGM details for every packed container which is subject to the Convention for Safe Containers (CSC).

We herewith would like to take the opportunity to inform you about the local practices regarding the new VGM regulation that will come into effect as from the 1st of July 2016.

Determination of the VGM

The regulation specified 2 different methods to determine the VGM.

'Method 1' -- Physical weighing of the packed and sealed container.

'Method 2' -- Calculation of the total weight based on the actual (no estimations) weight of the sum of all contents of the container + the container tare weight. The contents include but are not limited to the cargo, packing-, securing- and lashing materials. Use of this method will be subject to local requirements, these may vary per country.

The container tare weights are indicated on the container doors at all times. Our principals are developing an online tool to check the container details (including tare weight), we expect this function will be available online soon.

Regardless of the method used, the VGM details should at least consist of: the VGM weight, container - and booking number, duly authorized person's name in capital letters and the date of determination.



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How to meet the container weight mandate

As a shipper, what are your options?

METHOD 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.



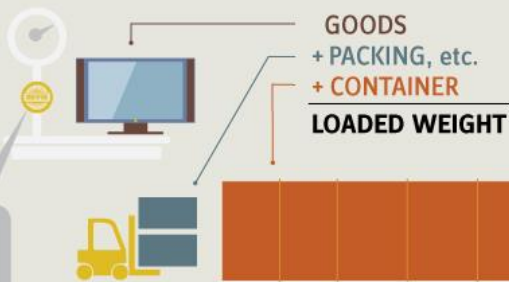
Scales must be certified and calibrated in line with the national standards of the country where the weighing occurred and Method 2 is subject to national certification and approval.



METHOD 2

Weigh each item – **including its packaging, palleting, dunnage and other packing and securing materials** – going into the box.

Add that sum to the weight of the container to find the weight of the packed container.



What are you required to do?

Provide a document, paper or electronic, signed by the shipper to the shipping line and terminal declaring that the **shipper verified** the weight and that it was weighed properly.



The SOLAS amendment will be enforced by the coast guard or other agency responsible for SOLAS regulations in a given country and punishments for violations will vary by country.

What happens in the case of noncompliance?

There are all kind of possibilities for what could happen to the box that failed to provide the certified weight document but none are settled.



Terminals may choose to hold a container or send it back, but whatever happens, the ship will leave and the container will not.