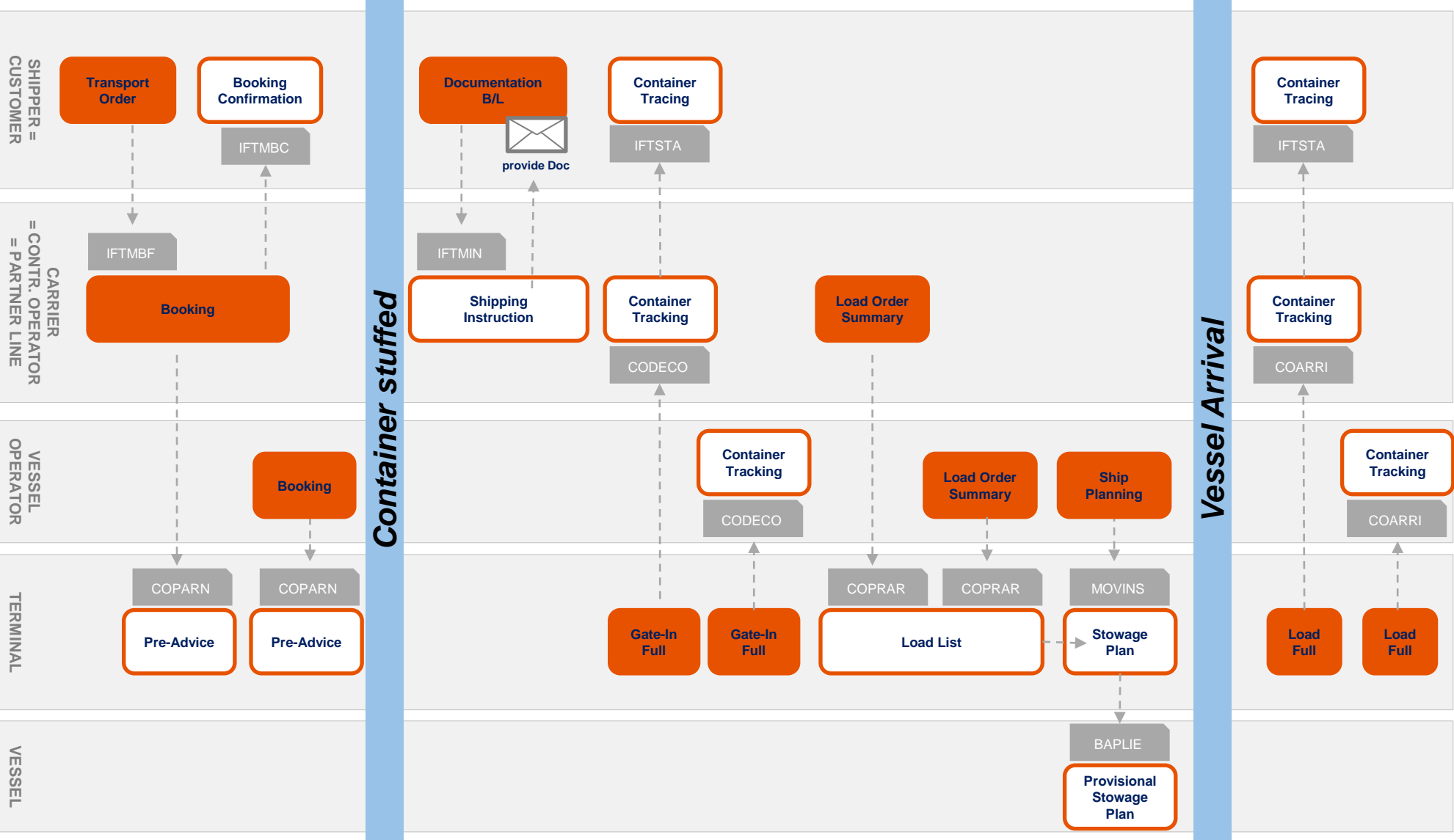


# Verified Gross Mass– Typical Process Steps from Booking to Loading



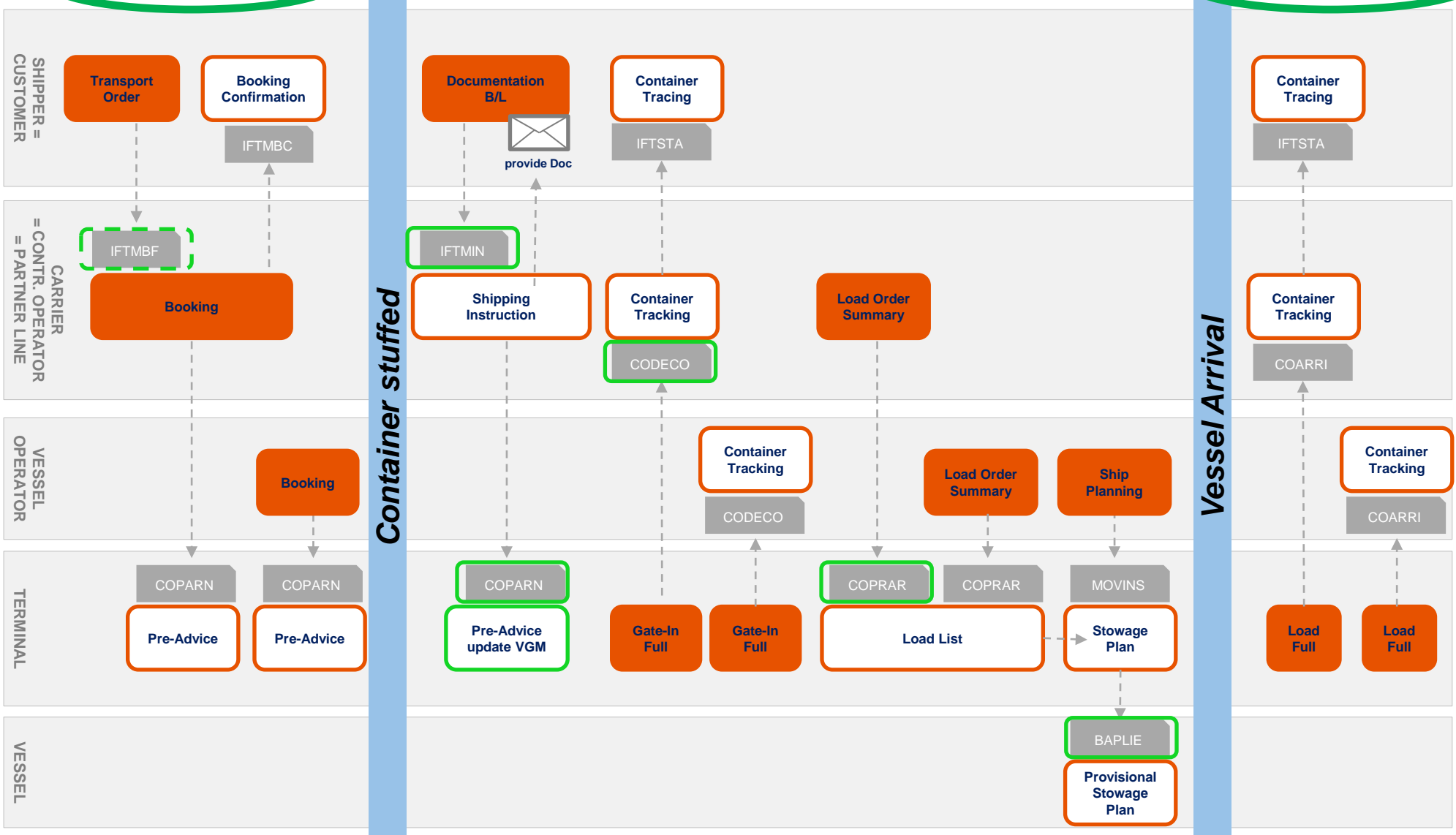
# Verified Gross Mass– Typical Process Steps from Booking to Loading



*too early*

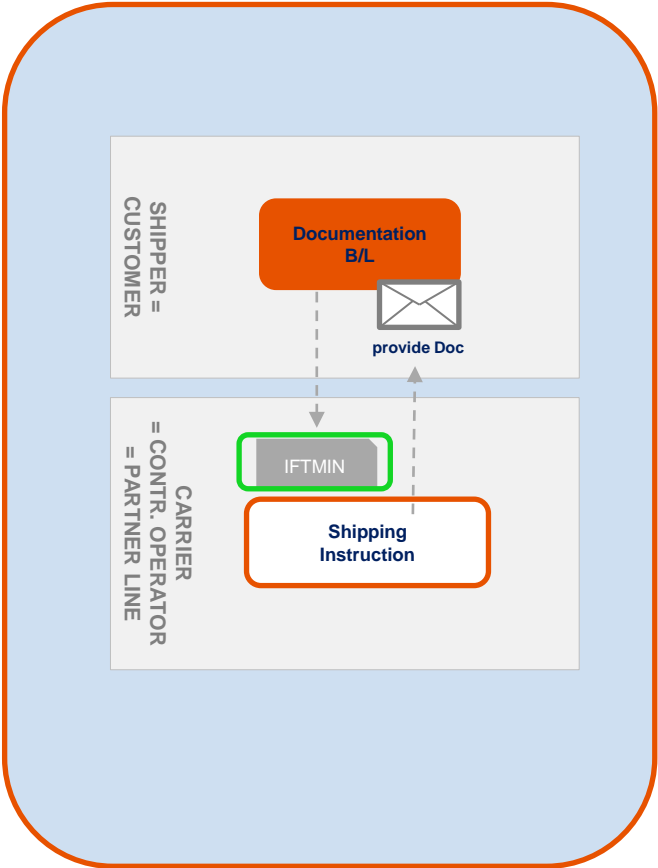
Messages where VGW should be added

*too late*



## Use case 01

Sender → Receiver	<b>From Shipper to the Carrier</b>
Business Scenario:	The Shipper sends the VGM together with the shipping instructions (B/L details) to the Carrier. <u>Point in time:</u> After the container was stuffed and before the container arrives at the terminal.
Remarks:	This should be a typical case.
Message type:	<b>IFTMIN</b>
Data transmitted:	VGM, Shipper reference, container reference, booking reference, method 1 or 2 IFTMIN to be enhanced.
To be discussed:	



## Use case 02

Sender → Receiver **From Shipper to the Carrier**

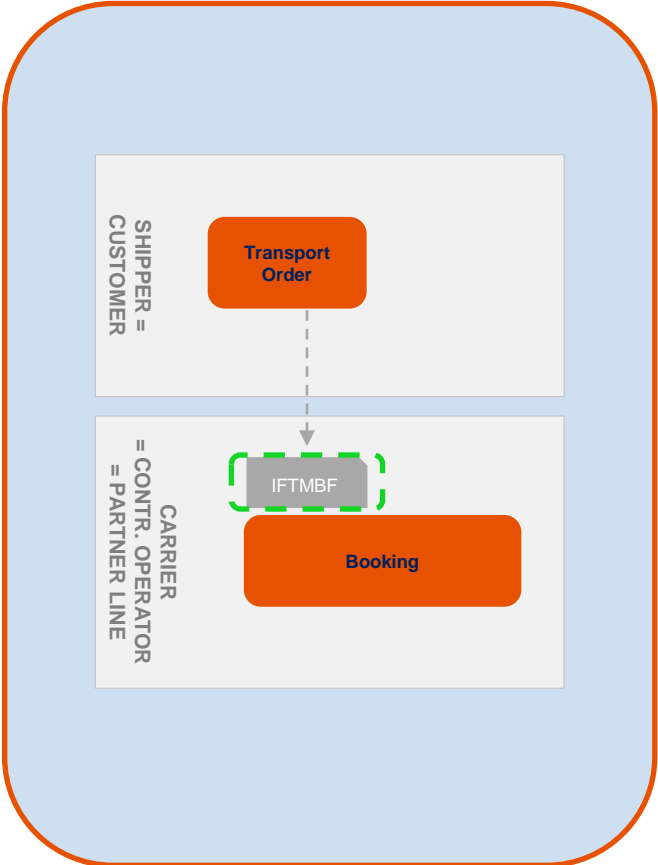
**Business Scenario:** The Shipper knows already at time of booking exactly how much weight will be loaded into the container, and he also knows the tare weight because he has an empty box available on his premises (shippers pool).  
Point in time: Before the container is stuffed. Very early in the process chain.

**Remarks:** This should be an exceptional case but the message needs to be prepared.

**Message type:** **IFTMBF**

**Data transmitted:** VGM, Shipper reference, container reference, booking reference, method 1 or 2  
IFTMBF to be enhanced.

To be discussed:



## Use case 03

Sender → Receiver **From Shipper to the Carrier**

**Business Scenario:** The shipping instructions (B/L details) were sent to the Carrier already before the container was stuffed. The VGM was not known. This can happen in services with a 24 hour rule (carrier needs all docs 24 hours before vessel sailing)

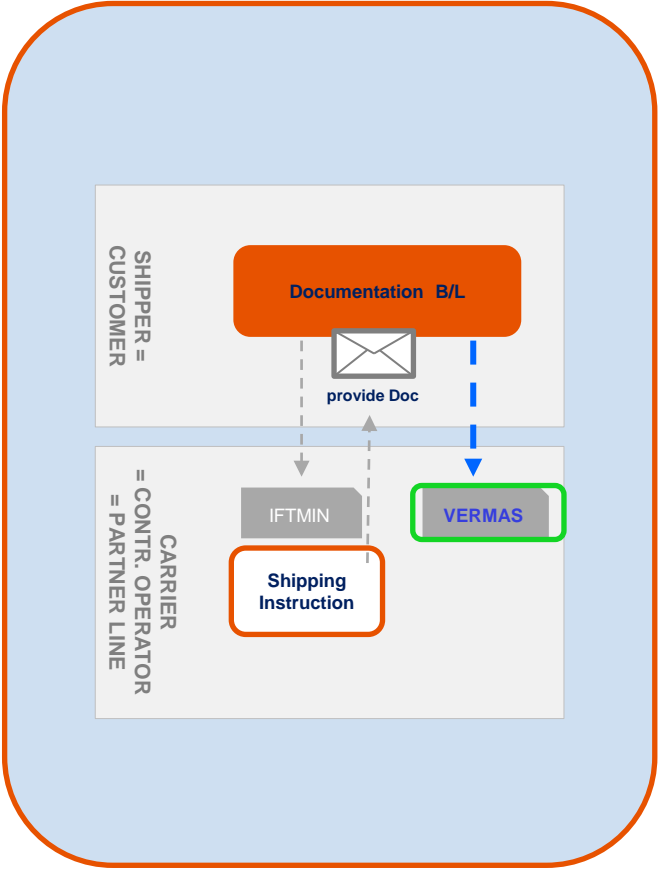
**Point in time:** The VGM is reported after the shipping details were sent and before the container arrives at the terminal.

**Remarks:** This use case occurs regularly.

**Message type:** **VERMAS**

**Data transmitted:** VGM, Shipper reference, container reference, booking reference.

**To be discussed:** Is it also possible to send an update of the IFTMIN message?



## Use case 04

Sender → Receiver **From Shipper to the Carrier**

**Business Scenario:** The shipping instructions (B/L details) are sent to the Carrier much too late They are sent only after the container arrives at the terminal, or even after loading on board. The VGM needs to be reported before the shipping instructions.

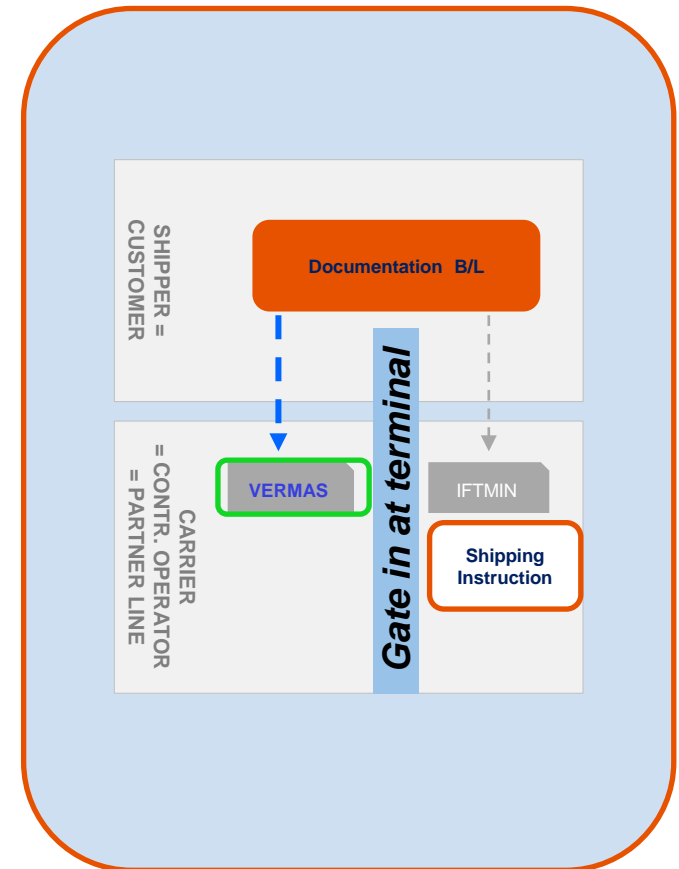
**Point in time:** After stuffing and before container arrives at the terminal.

**Remarks:** This use case occurs regularly.

**Message type:** **VERMAS**

**Data transmitted:** VGM, Shipper reference, container reference, booking reference.

**To be discussed:** Is it also possible to send an original IFTMIN message and later send an update with the shipping instructions?



## Use case 05

Sender → Receiver **From a weighing facility to the Shipper**

**Business Scenario:** The Shipper has ordered a 3<sup>rd</sup> party weighing facility to weigh the full container. Now the weighing facility reports the gross mass to their client.

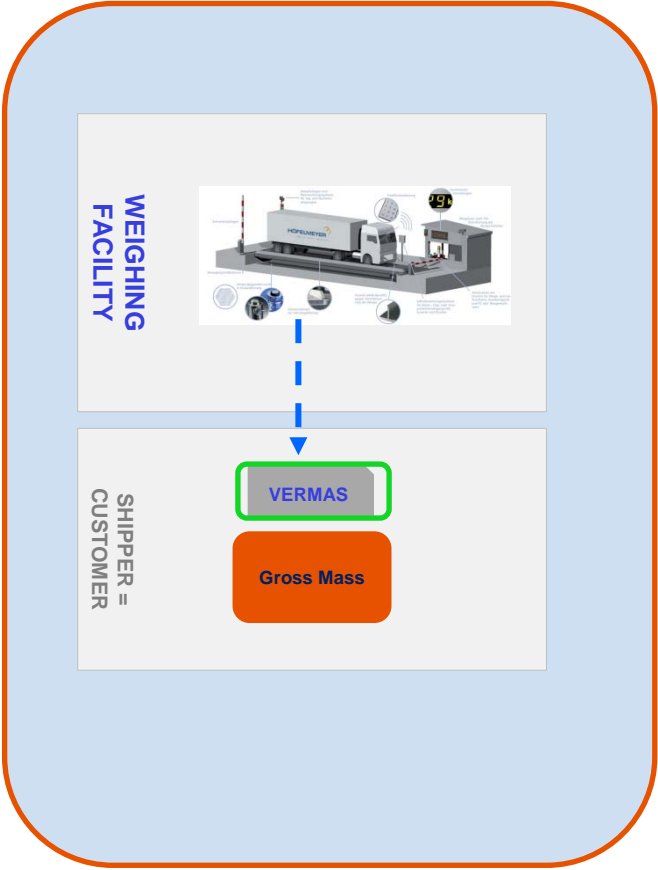
**Point in time:** After the full container left from the shipper and before the container arrives at the terminal.

**Remarks:** This use case may occur regularly in future.

**Message type:** **VERMAS**

**Data transmitted:** Gross mass, container reference, weighing details

**To be discussed:** Who are the weighing facilities? Can they send Edifact messages? If they are inland terminals or sea terminals then they are capable.  
Could the COHAOR be used?



## Use case 06

Sender → Receiver **From the terminal to the Carrier**

**Business Scenario:** The Shipper has a contract with the terminal and he has informed the terminal about the VGM earlier (how?). Now the terminal informs the carrier about the VGM together with the gate-in message.

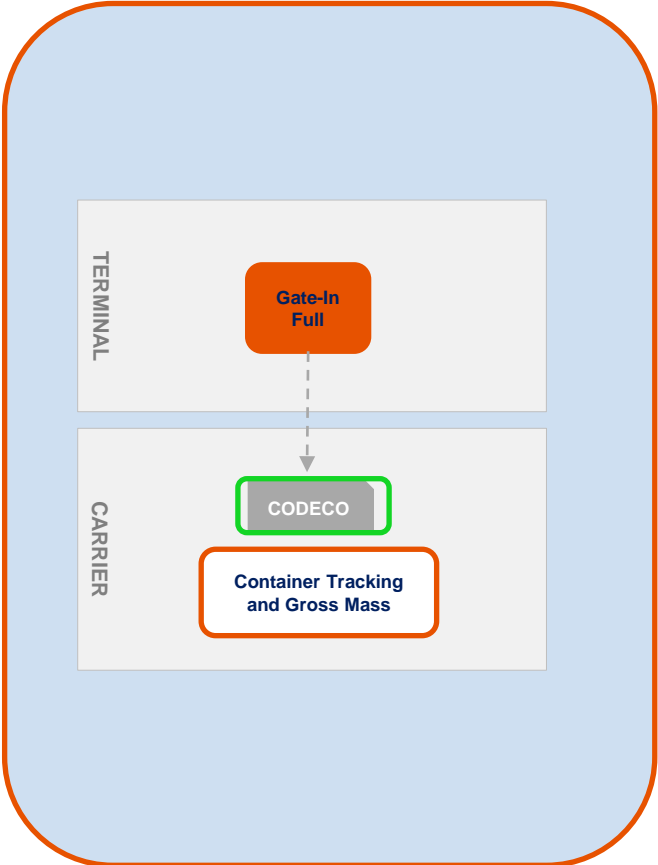
Point in time: Upon container arrival at the terminal. Could be an inland or sea terminal.

**Remarks:** In many countries, for example in Africa, it is typical that the shipper has a contract with the terminal.

**Message type:** **CODECO**

**Data transmitted:** Gross mass, container reference, booking reference, shipper reference.  
CODECO to be enhanced.

*To be discussed:*





## Use case 07

Sender → Receiver      **From a terminal with weighing facility to the Carrier**

**Business Scenario:** A) The Shipper has ordered a terminal with weighing facility to weigh the full container upon arrival at the gate.  
B) The container is ready to be loaded but a VGM was not obtained.  
Now the terminal weighs the container and reports the gross mass to the carrier together with the gate-in move.

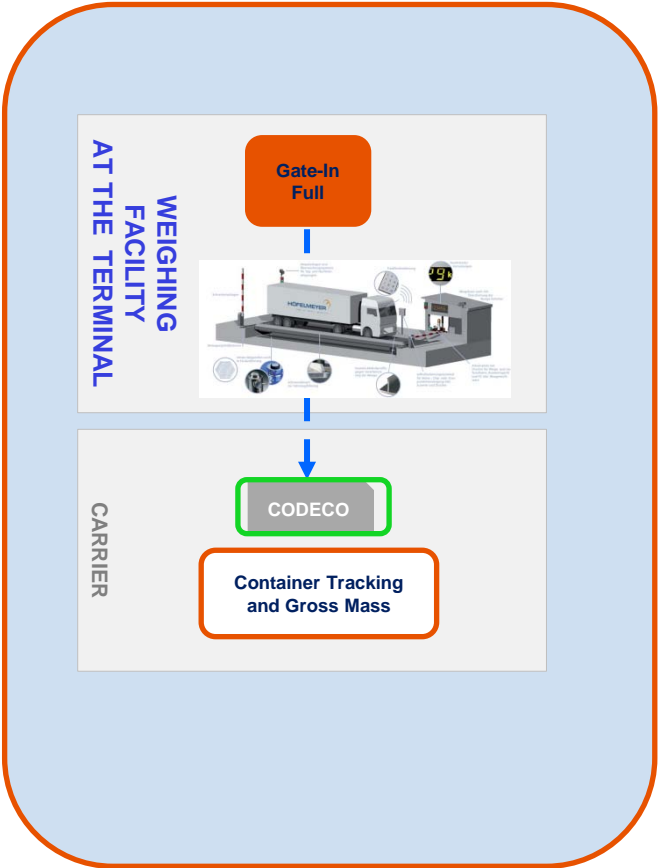
Point in time: Upon container arrival at the terminal. Could be an inland or sea terminal.

**Remarks:** Depends on contractual agreements between shipper, carrier and terminal. This weight has not yet been verified by the shipper. But as per IMO guidelines para 9.2 the gross weight obtained by weighing the container at the terminal overrules any gross weight declared earlier for that container.

**Message type:**      **CODECO**

**Data transmitted:** Gross mass, container reference, weighing details, booking reference.  
CODECO to be enhanced.

*To be discussed:* In this case the shipper himself has not verified the gross mass. But the IMO guidelines are very clear, see also para 13.1



## Use case 08

Sender → Receiver      **From a carrier or from the vessel operator to the terminal**

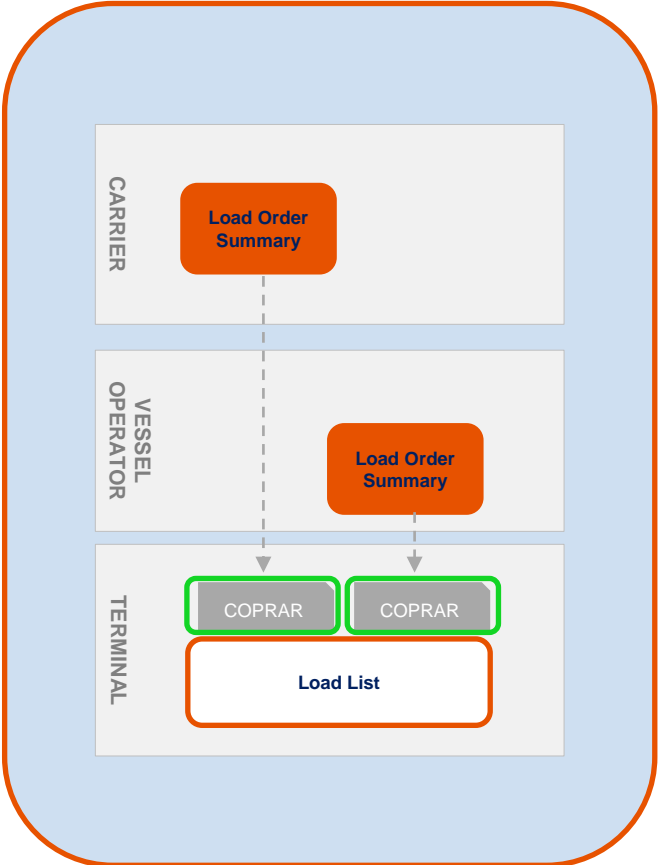
**Business Scenario:** The carriers (=partner lines) and the vessel operator have received all VGM from their shippers for a port call of a vessel. They send the load list with all containers and their VGMs to the terminal.  
Some VGMs are already known and some are new to the terminal.  
Point in time: Shortly before vessel arrival (like today).

**Remarks:** The COPRAR is used in many, but not all ports as load list.

**Message type:**                      **COPRAR**

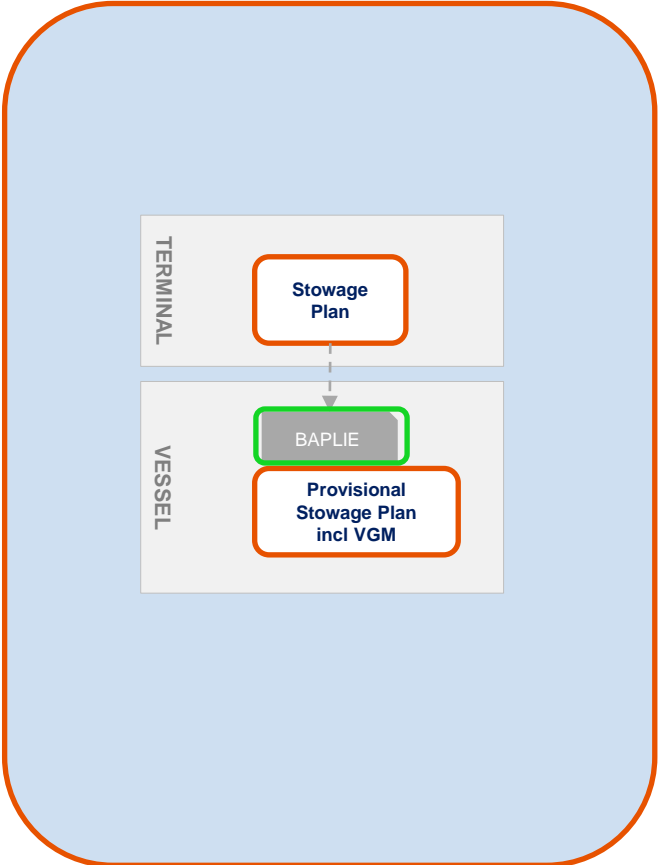
**Data transmitted:**              VGM, container reference, booking reference.  
COPRAR to be enhanced.

*To be discussed:*                  Does the Shipper reference need to be transmitted (name in capitals etc) ?



## Use case 09

Sender → Receiver	<b>From the terminal to the vessel</b>
Business Scenario:	The terminal informs the vessel command about the planned loading operations.  <u>Point in time:</u> Shortly before vessel operations begin.
Remarks:	By law, the vessel command has to be enabled to check that only containers with a VGM reported are loaded on board.
Message type:	<b>BAPLIE</b>
Data transmitted:	VGM, container reference, shipper reference. BAPLIE to be enhanced.
<i>To be discussed:</i>	Does the Shipper reference need to be transmitted (name in capitals etc) ?



## Use case 10 Transshipment

Sender → Receiver      From the vessel operator to the terminal

Business Scenario:      A container was discharged from one vessel and shall be loaded on the next vessel. The operator of the first vessel has to inform the terminal about the VGM.

Point in time: Before loading operations for next vessel begin.

Remarks:      See IMO guidelines para 8.1.2 The vessel operator or the first vessel itself need to inform the terminal.

Message type:      **BAPLIE**  
**COPRAR**

Data transmitted:      VGM, container reference, *shipper reference*.  
BAPLIE and COPRAR to be enhanced.

*To be discussed:*      Does the Shipper reference need to be transmitted (name in capitals etc) ?

