

New Edifact Message Type **VERMAS – Verification of Gross Mass**

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**Michael Schröder
Hapag-Lloyd AG**

Draft for new Edifact Message Type **VERMAS – Verification of Mass**

In this presentation

- New SOLAS regulation + IMO guidelines
- Business requirements
- Existing Edifact messages
- New VERMAS message: Use cases
- New message: Final structure
- Time line – Next steps

**IMO Guidelines Regarding The Verified Gross Mass
of a Container Carrying Cargo
(SOLAS chapter VI, part A, regulation 2)**

The SOLAS Convention has been ratified by 162 contracting states.
SOLAS represents 99% of the tonnage of the global merchant fleet.

The SOLAS Convention is Binding International Law
even without extra National Legislation.

The SOLAS amendments become effective on 1 July 2016

Requirements and consequences of the IMO Guidelines

1. The **Shipper is responsible** for providing a Verified Gross Mass (VGM) for each full container. He may decide between two methods: 1) to weigh the packed container or 2) to add the weight of all cargo items plus the weight of the packing material plus the tare weight of the container.
2. The VGM can only be ascertained for a completely **packed container**.
3. The shipper may **delegate** the actual procedure of ascertaining the VGM to a **3rd party**, for example a weighing facility at an inland depot or at a terminal. This does not release the shipper from his responsibility according to 1 above.
4. The terminal **must not load** a packed container on a SOLAS ocean vessel as long as it is not in possession of its VGM.
5. The **vessel command** must not accept a packed container on board until they have been informed about its VGM.
6. The VGM is part of shipping documents. Besides the weight itself, the **name of the responsible person authorized by the Shipper** must be contained.
7. A container status may change from “VGM not available” to “VGM available”. An existing VGM may be revised by means of EDI messages.
8. EDI messages must be able to distinguish “VGM” and “gross mass without verification”.
9. The typical reporting chains is: Shipper → Carrier → Terminal → Vessel but different variants are possible.

Additional information can be found on: <http://www.worldshipping.org/industry-issues/safety/cargo-weight>

Why are these guidelines needed? Example MSC NAPOLI

Weight Difference Problem - Container Overload – E.D.I. to approach SOLAS



We remember as MSC, a BIG SHIP DISASTER...

Jan 17° 2007...

...on ENGLISH CHANNEL (named in Italian «La Manica»)...

...MSC NAPOLI had a BIG PROBLEM with Weather...

...On Jan 18°, she began to break hull.

“...around 660 containers stowed on deck, which had remained dry, were also weighed. Of these containers, 137 of them (that is, around 20%) weighed at least 3 tons more than their declared weight.

The largest difference was 20 tons, and the total weight of the 137 containers was 312 tons heavier than on the cargo manifest, according to the report into the investigation of the structural failure of the vessel by the UK Marine Accident Investigation Branch (MAIB)”

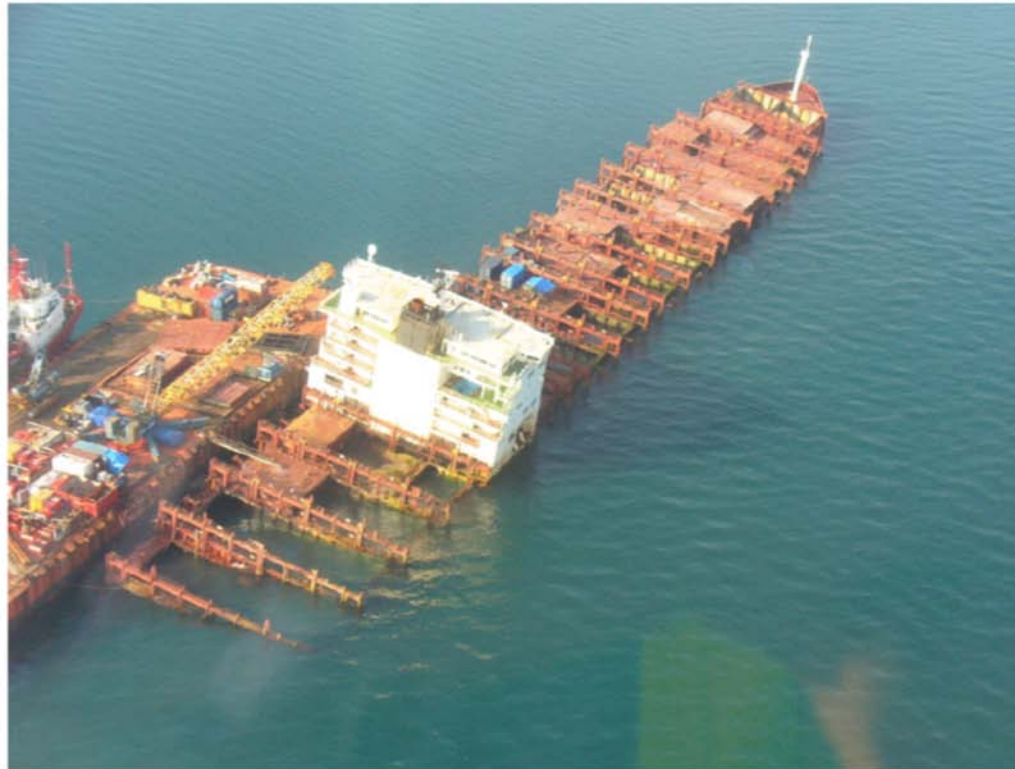
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Why are these guidelines needed? Example MSC NAPOLI

**Weight Difference Problem
- Container Overload –
E.D.I. to approach SOLAS**



Why are these guidelines needed? Example HUSKY RACER

Hansestadt Bremisches Hafenamt



Stability incident at Bremerhaven

- container feeder HUSKY RACER at Bremerhaven on 2 Oct. 2009
- containers on deck had been unlashd upon arrival
- discharge started from holds upon ships request (repair intended)
- the consequence was a reduced stability
- heavy rolling of the ship occurred,
when discharge from deck in outside position started
- 26 containers toppled, 18 containers were lost overboard

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Why are these guidelines needed? Example HUSKY RACER

Hansestadt Bremlisches Hafenamt



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Business requirements resulting from the IMO Guidelines

Standard reporting chain:

Shipper → Carrier → Terminal → Vessel

Non-standard reporting chains possible:

Weighing facility → Party ordering the weighing service

Weighing facility → Terminal (if so agreed by the business parties)

Shipper → Terminal → Carrier (if the Shipper has a business relationship with the terminal)

Terminal → Carrier → Shipper (if re-weighed)

challenge

The detailed business requirements and the possible VGM reporting chains are not clear yet, they might differ in various countries.

But the VERMAS has to be made available now, in order to meet the deadline.

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SMDG Activities

The structure of following messages is being enhanced by the SMDG in order to enable VGM reporting. New versions have been published. Details on www.smdg.org

Message	Activity	Purpose	Sender-Receiver
BAPLIE	Enhanced	Stowage Plan	Carrier <> Terminal
MOVINS	No change	Move Instructions	Carrier > Terminal
COPARN	Enhanced	Pre-arrival notice	Carrier > Terminal
COPRAR	Enhanced	Load List	Carrier > Terminal
CODECO	Enhanced	Gate-In confirmation	Terminal > Carrier
COARRI	Enhanced	Load/Discharge	Terminal > Carrier
VERMAS	New development	VGM Reporting	Between various parties in the transport chain

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Scope of the new message VERMAS

To transmit the verified gross mass (the weight) and all details of the related weighing certificate for a packed container including the name of the authorized person.

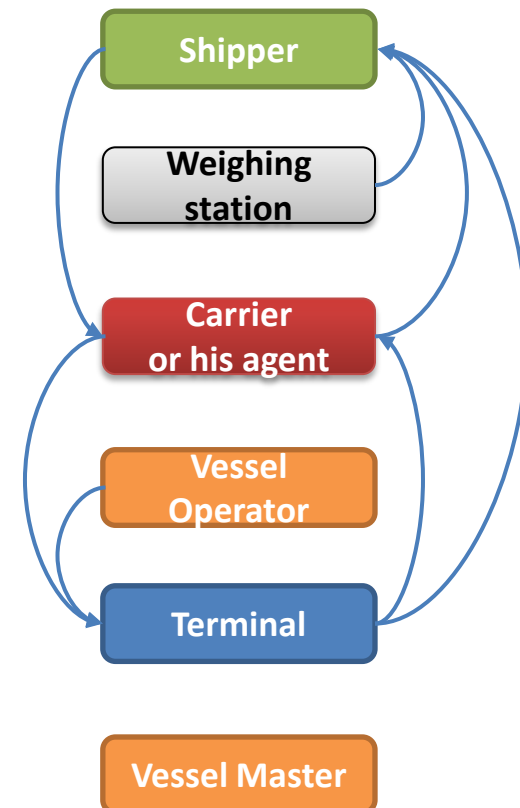
It is a legal requirement that all parties along the transport chain are informed about the Verified Gross Mass of the container:
Shipper, Carrier, Vessel Operator, Terminal and the vessel itself.

Different process steps

Unlike other EDIFACT messages, the VERMAS is not dedicated to a certain process step in the transport chain. It can be used by different parties at different times in the process chain.

Not to use as an order

The VERMAS purpose is only to report a weight that was determined earlier. It will *not* be used to *order* a service such as weighing a container. For the purpose of ordering services, for example the COHAOR should be used.



Why a completely new message?

1. New processes

There are new process steps that are not covered by existing message types. For example reporting from a weighing station to the shipper, or the weight from the terminal to the carrier or from the carrier to the shipper.

2. Different timing for weight transmission in current messages

In many cases the existing messages are sent at a different time than the weight is known or is needed. The existing messages are sent too early or too late for transmission of the VGM.

3. One new message easier than changing many existing messages

Shippers, carriers and terminals need to change a large number of message versions on a fixed date. Many of them find it easier to implement one new message for this special purpose of VGM reporting than upgrading many existing message versions and test simultaneously with many EDI partners.

4. Message identification determines the purpose

The receiver can detect the purpose (VGM update) from the message identification VERMAS. He does not have to go into the message to detect the function.

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Use cases for the new message

Just examples – detailed list in separate document

	Sender	Receiver	Purpose
1	Shipper	Carrier (Shipping Line)	<ul style="list-style-type: none"> • If the shipping instructions are sent too early, when the VGM is not yet known. • If the shipping instructions are sent too late, when the container is already at the terminal. <p>➔ In these cases the timing of existing messages is not suitable.</p>
2	Carrier	Terminal	<p>Update of an earlier transmitted gross mass, if received from the shipper after the load list was sent.</p> <p>➔ Only the VGM for one container shall be transmitted.</p>
3	Weighing station	Shipper	<p>If the shipper ordered the weighing service.</p> <p>➔ New process, not covered by existing messages.</p>
4	Weighing station	Carrier	<p>If the shipper has authorized the weighing station to transmit.</p> <p>➔ New process, not covered by existing messages.</p>
5	Terminal	Shipper or Carrier	<p>If the terminal weighed the container upon arrival and determined a new VGM.</p> <p>➔ New process, not covered by existing messages.</p>

Sender and Receiver of the new message

Sender

The party who has knowledge about the verified gross mass. This can be for example:

- a) The shipper who has stuffed the container and verified the gross weight.
- b) The operator of a weighing facility who has weighed the packed container.
- c) The vessel operator or the terminal who forwards the verified gross weight to another party in the transport chain.

Receiver

The party who requires the verified gross mass. This can be for example:

- a) The party who has ordered the service of weighing the packed container.
- b) The vessel operator, or the terminal, or the vessel itself.

*The VERMAS message is an offer to the maritime industry
and its usage is left to agreements between the trading partners.*

Who should use the new message ?

The VERMAS message is an offer to the maritime industry and its usage is left to agreements between the trading partners.

*It is by no means mandatory to use the VERMAS.
If the trading partners are happy to use the enhanced versions of IFTMIN, COPRAR, CODECO etc for VGM transmission they may of course do so.
Only if that is not suitable, they may decide to exchange the VERMAS in addition.*



Who supports the development of the new message?

The VERMAS development is strongly supported by all shipping lines and container terminals that are participating in the SMDG, namely

- CMA CGM
- DP World
- ECT Rotterdam
- Eurogate terminals
- Hamburg Süd
- Hapag-Lloyd
- HHLA Hamburg
- Maersk Lines
- MSC Mediterranean Shipping Company
- INTTRA

In addition the WSC World Shipping Council looks forward to the progression of the VERMAS message development.

The shippers and booking portals are not members of the SMDG but they are going to welcome the new message to cover the legal requirements.

Content of the VERMAS message - overview

For each container, the message can hold:

- The unique **container ID** (e.g. HLXU1234567) and its size/type.
- The **Verified Gross Mass** in kilogram or lbs.
- All **details** that a paper **certificate** would show: date and place of weighing, the responsible company, method used (1 or 2 according to SOLAS), reference number etc.
- The name of the **authorized person** in capital letters, as electronic equivalent of the signature.
- Reference to a particular **transport order or purchase order**, by means of booking number, B/L number, seal number, port of loading, port of discharge, vessel name, voyage number etc.
- Related **transport parties**: Shipper, carrier, terminal, weighing facility.

*Only the container ID and the VGM itself are mandatory.
All other data elements are optional, depending on the business context.*

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Content of the message page 1/2. One message may contain *multiple* containers.

Reference	Data element	Remarks
Message sender		Indicating the party function of the sender
Shipper	Company name, address and contact	Party responsible to provide the VGM as per SOLAS
Authorized person at the Shipper	Responsible person at the Shipper, with contact details	Name in capitals
Weighing station	The party that has actually ascertained the weight, with address and contact details	E.g. the weighing station in case of method 1 or the party that has performed the VGM calculation in case of method 2
	Responsible person at the weighing facility	Name in capitals
Generic reference to VGM documentation	Company holding the VGM documentation	In case the actual shipper shall not be disclosed, the company holding the VGM documentation can be e.g. the carrier's agent
Shipper identification	DUNS Number	issued by Dun & Bradstreet (D&B)
	AEO number	Authorized Economic Operator
	Tax ID and Tax Authority	
	INTTRA Company ID	
	EORI number	Economic Operators Registration and Identification
Container Reference	Container ID	
	Size Type	

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Content of the message page 2/2. One message may contain *multiple* containers.

Reference	Data element	Remarks
Weight reference	Verified gross mass of the container incl. unit of measurement	in KGM or LBS
Weighing reference	Date+time when the container was weighed or the weight was ascertained	
	Date+time when the weight certificate was issued	
	Place where the container was weighed or the weight was ascertained	
	Country of verification	
	SOLAS Method of weight verification	1 or 2 as per IMO rules
	Weight Certificate reference	unique reference for a single container weighing instance
Transport Order Reference	Booking Number	
	Bill of Lading Number	
	Seal Number	
	Shipper's internal reference	
	Port of Loading	
	Port of Discharge	
	Final Destination	
	Vessel Name	
Voyage Number		

Message Structure

The development of the VERMAS structure follows the KISS principle:

Keep it short and simple

The VERMAS is made for a dedicated purpose and contains only data elements that are clearly needed. The message content is based on the best assessment of the business requirements (as per September 2015) depending on the IMO guidelines. It shall not be overloaded with data elements that could be *potential* candidates or that *might* perhaps be required in future. Additional requirements resulting from national legislation of all seafaring countries will not be available before mid of next year.

The VERMAS is likely to be implemented by a large number of parties in a short time. Acceptance of the message will be much higher if the structure is kept simple.

Message Structure on next slide:

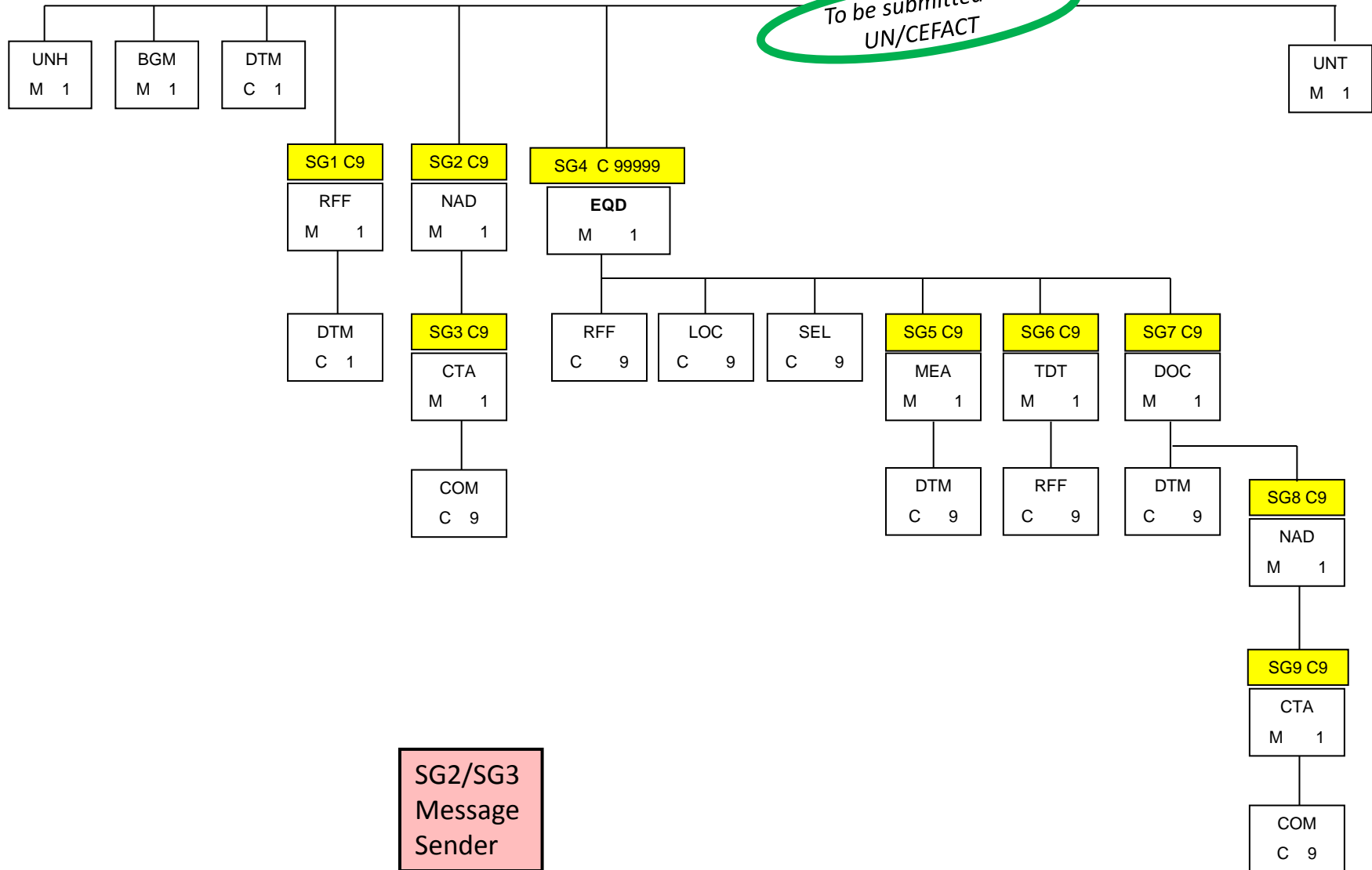
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To be submitted to UN/CEFACT



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SG4

EQD – Container ID and Sizetype

RFF - Booking No *OR* Bill of Lading *OR* Shipper's reference

LOC – POL *OR* POD *OR* Final Destination etc.

SEL – Seal number

SG5 MEA – Verified Gross Mass and Unit

DTM - Date of Verification or Weighing

SG6 – Vessel Names / Voyage Numbers for *this* cntr.

SG7

DOC – Method of verification and Certificate ID/reference

DTM – Dates referring to the weighing document,
e.g. issue date of the weighing certificate

SG8/SG9

NAD – Party that has verified the weight and issued the certificate.

CTA, COM

- Name of the Responsible Person, belonging to that party.

– Contact information

VERMAS working group in the SMDG

- Michael Schröder Hapag-Lloyd (chair)
- Jost Müller Müller&Blanck Software
- Paul Wauters PSA Antwerp
- Stefano Ottonello MSC Le Navi
- Yoshi Kito EDI Expert

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VERMAS Timeline

General approval obtained from T&L group for development of a new message

Message structure finalized and agreed

DMRs for Codes submitted

Approve final VERMAS structure, agree on SMDG Newsletter

Submit Boiler Plate (DMR for the message)

Develop BRS and submit to T&L

Develop 1st MIG for VERMAS 0.1

Approve DMRs, Boiler Plate and BRS

Final VERMAS Approval

Publish VERMAS in D.16A directory

Jun Jul Aug Sep Oct Nov Dec 2015 Jan Feb Mar Apr May June July 2016

SMDG Meeting 30.9.2015

Jost and Sue

Michael

Michael, Jost and workinggroup

CEFACT Meeting Marseille 4.11.2015

CEFACT Forum Geneva 18.3.2016

Milestone