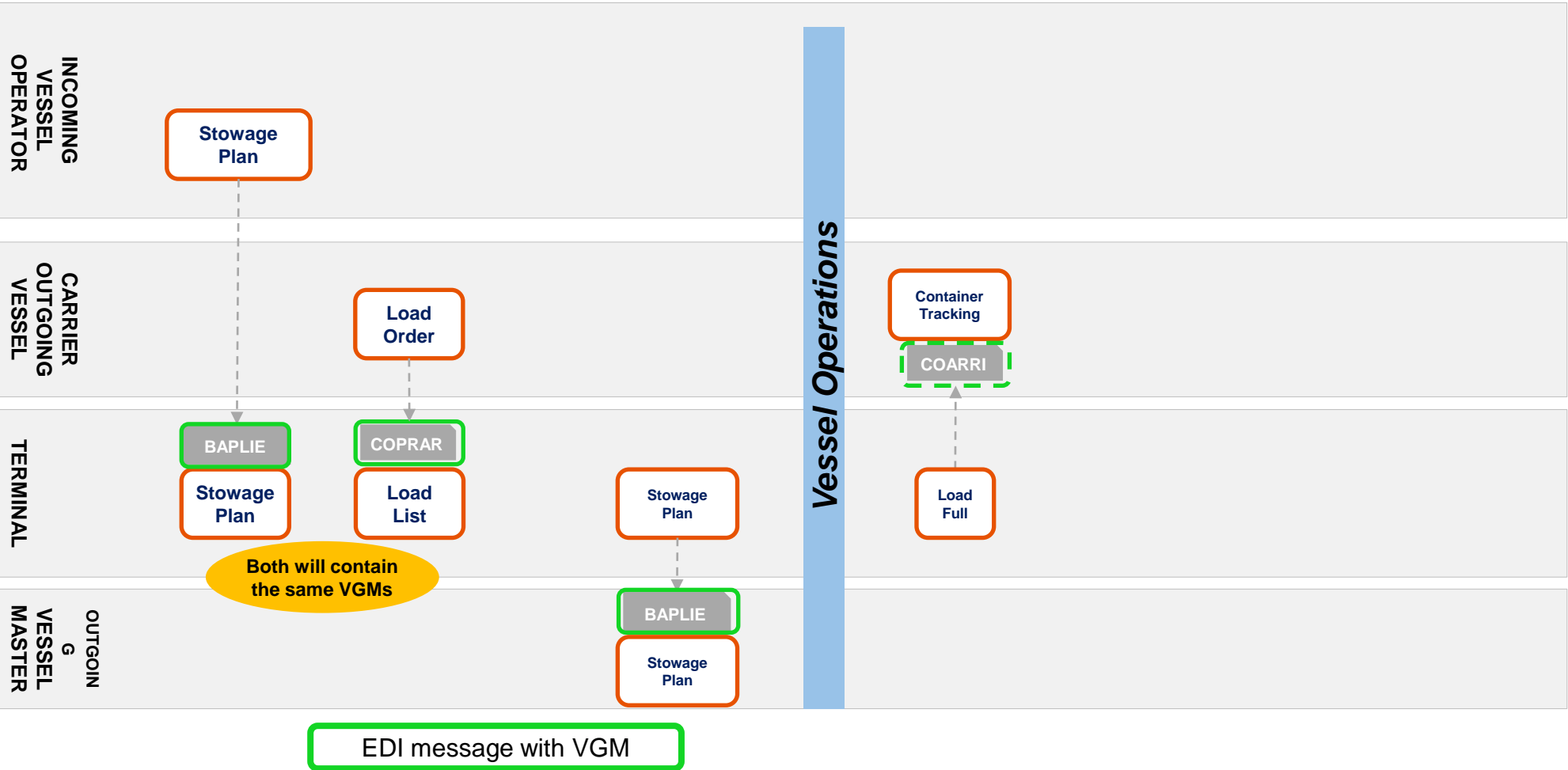




SMDG Workshop in Copenhagen

Roadmap to VGM readiness

Transshipment Scenario



Issues / Questions page 1/2

1. VGM From Carrier to Terminal
 1. **Q:** Which message preferred: COPARN or VERMAS.
Difference before gate-in / after gate-in?
 2. **Q:** Which timing: Should the carrier send each VGM immediately after he has received it?
Or just the summary of all containers in the load list?
 3. Which data is required by the terminal: Only the VGM, or more? **Only VGM**
 4. **Q:** How to communicate a “No-Load” instruction in case of missing VGM?
 5. Does the terminal need to check the received VGM? **No**
2. **Issue:** Gate-in without VGM not allowed by some terminals (mainly in the US)
Seen critical by Hapag-Lloyd.
3. **Q:** Are containers on final Load List without VGM allowed by the terminal?
Today this happens regularly for late runners.
 1. **Q:** How to transmit VGM to the terminal for late updates after the final Load List?
By COPRAR update, or by VERMAS?

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4. Weighing at the terminal

1. **Q:** Will the terminal send a VERMAS message to the carrier? Or CODECO?
2. **Q:** Which data will be in that message?
3. **Q:** Will the terminal use the weight obtained for their stowage planning without further reconfirmation from the carrier? → they should!
4. What if there was a VGM before and the new VGM differs only slightly? Report as a new VGM or apply a tolerance for treating as identical?

5. Transitional period

How to address transshipment for containers where the first loading was conducted before 1st July 2016 but where subsequent transshipment(s) take place after and where in such cases the VGM is not obtained?

6. Transshipment

Which data flow is expected in a regular transshipment scenario?

7. Why is the VGM needed in the BAPLIE ?