

Activities related to the SOLAS VGM

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(70th SMDG meeting in Sankt Petersburg, 28th Sept. 2017)

Agenda

1. Review & amend the existing laws by MLIT before 1st July, 2016
2. VGM data flow agreed among the stakeholders after 1st July, 2016
3. Survey the present business process in Japan after 1st July 2016
4. Survey the present status in some foreign countries after 1st July, 2016
5. An action in 2017

Agenda

1. Review & amend the existing laws by MLIT before 1st July, 2016

Review and amend the existing laws & Notification and promotion

Following the amendments to the SOLAS Convention, the ministerial ordinance and notifications relevant to the Ship Safety Law were revised and enacted in April 2016, and the guideline for smooth implementation was prepared and published to promote understanding of the system and explain interpretation and procedures.

- ✓ Overview of Institutionalization of the method of gross mass verification of maritime exporting containers from JAPAN
- ✓ Ministerial Ordinance Revising Part of the Regulations, etc. for the Carriage and Storage of Dangerous Goods in Ship
- ✓ Notification Setting out Verification Methods, etc. for Mass of Maritime Containers to be Loaded with Special Cargo
- ✓ Notification Setting out Verification Methods, etc. for Mass of Maritime Containers to be Loaded with Dangerous Cargo
- ✓ Guideline for Verification Methods for Gross Weight of International Maritime Export Containers
- ✓ Manual for Verification Methods for Gross Weight of International Maritime Export Containers

Notation and Registration for weighing a packed container



Parties who will verify the gross weight of such containers must apply the Notification issued by MLIT or use the data on Registration to MLIT and prepare operating procedures in commercial format before 1st July 2016, when the SOLAS amendment will be in force.

- ✓ A shipper who verifies gross mass of the containers by itself **(Notification)**
- ✓ A third party which verifies gross mass of the containers as consigned by a shipper for commercial purposes **(Registration)**

Necessary information required for the Notification

Property of an applicant

- i. Company name, address, name of its representative and its corporate number assigned by National Tax Agency
- ii. Business category and abstract
- iii. Person in charge of the weighing process and his/her title
- iv. Addresses of places where the weighing process is carried out in accordance with Method 1 or 2
- v. Measurement category to be applied (Method 1, Method 2 or both)

Required attachments

- I. Reference documents required for weighing the packed containers (document name, document number, issued date, etc.)
- II. Copies of the certificate of ISO 9001 or AEO (Authorized Economic Operator), if applicable

Necessary information required for the Registration

Property of an applicant

- I. Company name, address, name of the representative and the corporate number assigned by National Tax Agency
- II. Addresses of places where the weighting process is carried out in accordance with Method 1 or 2
- III. Person in charge of the weighing process and his/her title
- IV. Measurement category to be applied (Method 1, Method 2 or both)

Required attachments

- I. The Articles of Incorporation and The Certificate of Registered Matters
- II. Executive officers and their profiles
- III. Documents ensuring the measurement equipment used for weighing packed containers in accordance with Method 1.
- IV. List of the persons engaging in weighing packed containers
- V. Operational procedure for weighing
- VI. Certification licenses, registers or equivalent documents ensuring whether the persons assigned for the job are qualified with adequate knowledge and experience to carry out the required procedure
- VII. Copy of the ISO 9001 certificate or that of AEO (Authorized Economic Operator), if applicable

Blank form for the Notification

第 1 号様式

届出書

年 月 日

国土交通大臣 殿

氏名又は名称
法人にあってはその代表者の氏名 印
法人にあっては法人番号
住所

自ら輸出コンテナの総重量を確定する者として、特殊貨物を収納する海上コンテナの質量の確定方法を定める告示（平成 28 年国土交通省告示 720 号）第 6 条第 1 項の規定に基づき届け出ます。

業務の種類及び概要	
届出に係る担当部門の責任者の氏名、職名、連絡先	
コンテナ総重量を確定させる業務を行う事業所の所在地及び名称	
コンテナ総重量の確定方法	方法 1 ・ 方法 2

(注) 1 用紙の大きさは、日本工業規格 A 例 4 番とすること。
2 必要な場合には、「別掲」として必要な文書等を添付すること。

Blank form for the Registration

第 5 号様式

登録申請書

年 月 日

国土交通大臣 殿

氏名又は名称
法人にあってはその代表者の氏名 印
法人にあっては法人番号
住所

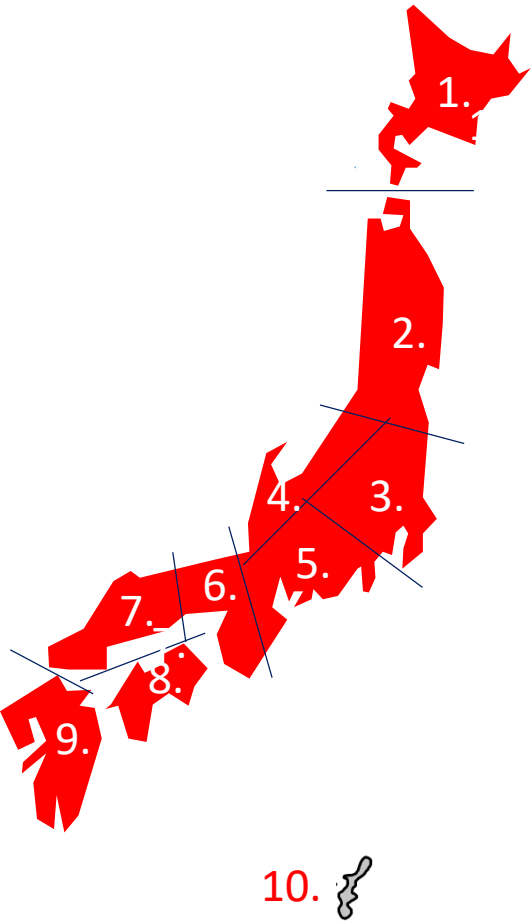
荷送人等の委託を受けてコンテナ総重量の確定を行う者として、特殊貨物を収納する海上コンテナの質量の確定方法を定める告示（平成 28 年国土交通省告示 720 号）第 7 条第 2 項の規定に基づき申請します。

コンテナ総重量を確定させる業務を行おうとする事業所の名称及び所在地	(事業所名)	(所在他)
登録に係る担当部門の責任者の氏名、職名、連絡先		
コンテナ総重量の確定の区分	方法 1 ・ 方法 2	

(注) 用紙の大きさは、日本工業規格 A 例 4 番とすること。

Numbers of shippers/third parties for weighing a container

as of end of March, 2017

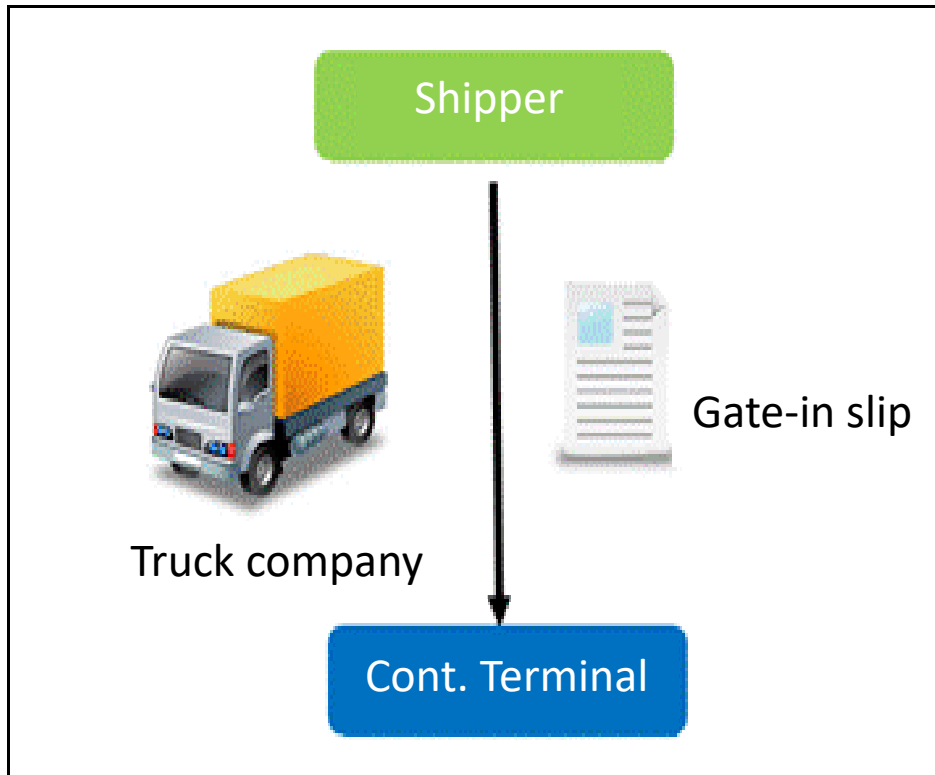


Area	Nos. of shipper (Notification)	Nos. of third Party (Registration)	Total
1. Hokkaido	35	22	57
2. Tohoku	69	31	101
3. Kanto (Tokyo)	1.719	641	2.360
4. Hokuriku	86	30	116
5. Chubu(Nagoya)	456	154	610
6. Kinki (Osaka)	835	342	1.177
7. Chugoku	117	71	188
8. Shikoku	65	35	100
9. Kyusyu	211	101	312
10. Okinawa	11	4	15
Total	3.604	1.432	5.036

Agenda

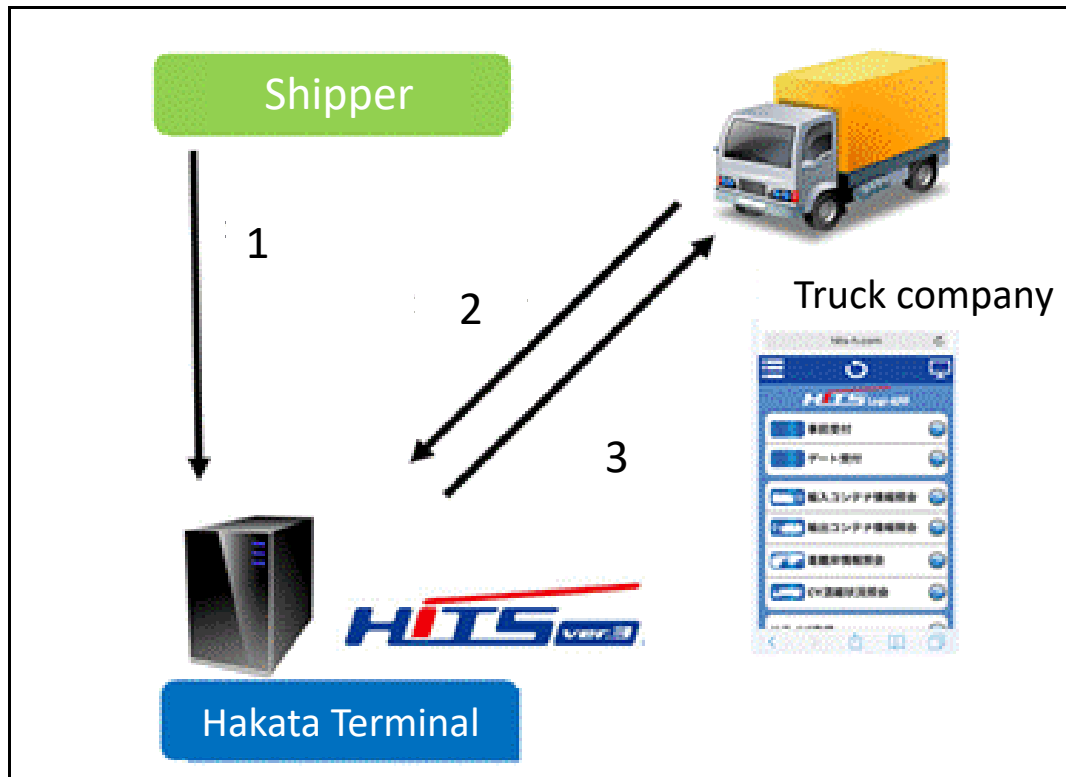
2. VGM data flow agreed among the stakeholders after 1st July, 2016

Current VGM data flow among the parties concerned_1



船名	Shipping Lines' company name				
本船名	Vessel's name & Voyage No.	ブッキング番号	Booking No.		
コンテナ番号	Equipment No.	サイズ	20	40	
シール番号	Seal No.	タイプ	ドライ	リーファ	
総重量 (コンテナ自重含む)	VGM in K/T	その他	フラット	オープン	
陸揚港	Discharging Port	Size & type			
陸揚港サービス	LOCAL/OCR/PL/MLB SEA & AIR/	貨物種類	Ordinary (普通貨物)	Fee for (特殊貨物)	
最終仕向地	Final destination	危険品の分類 (Classification)	Dangerous (危険品)	その他	
荷主名	Shipper's name	冷凍温度	(C/F)	(C/C)	
扱い荷役業者名	Freight forwarders' name	通風孔	開	閉	
	Tel: ()	通関	済	未	
		本欄入庫の記録は全て正確であることを保証します。 また総重量は SOLAS VGM に沿って確定したことを保証します。 年 月 日			
		Verification date			
		Responsible person for VGM			
(ターミナル使用欄)		書類の有無	D/R	GLP	E/D
		コンテナ	目録	バー	キラー
		コンテナヤード			
		マーシャリングヤード			
		搬入日時			

Current VGM data flow among the parties concerned_1



Few terminal operators provide an web-entry service

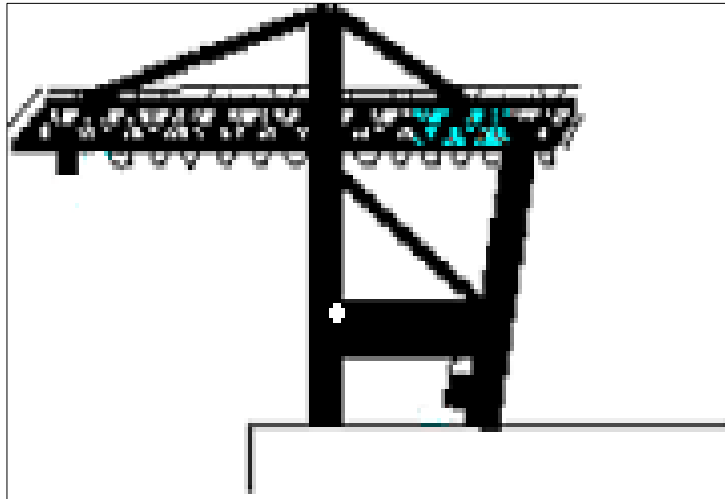
1. Pre-notification using web-entry service
2. Presentation of pre-notification
3. Instruct where the container is stowed in the terminal

A big merit after web-entry:

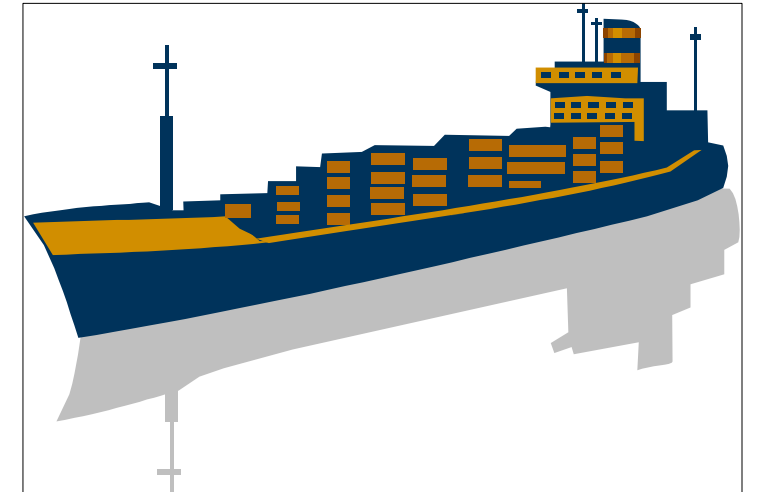
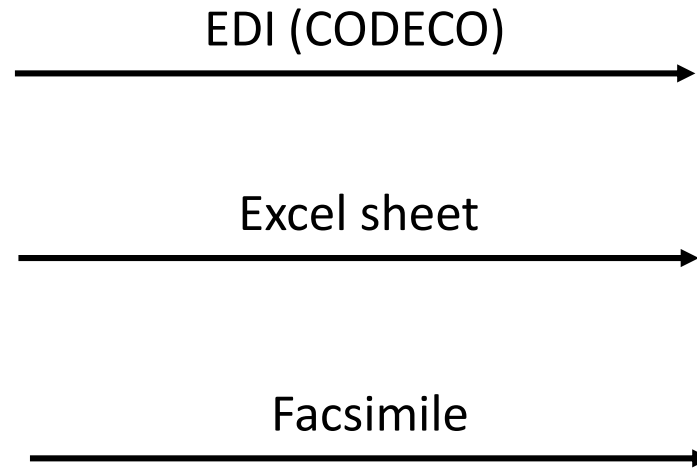
Gate-in congestion was eliminated within two weeks after web-entry system was launched

The screenshot shows a web application for container data entry. The page title is "輸入品作成情報入力(表示) - Google Chrome". The URL is "www.hits-h.com/predief/dmo320.asp". The page content includes a form for entering container information, such as container number, weight, and origin. A red box highlights the "Container Gross (Tea box)" field, which is currently empty. Another red box highlights the "Origin" field, which is set to "HAKOZAKI". A third red box highlights the "Origin" field in the "Remarks" section, which is set to "SOG".

Current VGM data flow among the parties concerned_2



Container terminal operator



Shipping company

- The CODECO and/or Excel sheet have/has been implementing among big terminal operators and shipping lines
- However Facsimile(Fax) has been used among local terminal operators and shipping lines except a few main ports container terminals.

Agenda

3. Survey the present business process in Japan after 1st July 2016

Background and purposes for the survey

- ✓ The SOLAS Convention was revised in 2014 and went into effect in Oct., 2016. The revised Convention requires the shipper on a bill of lading to provide the captain of the vessel with VGM . In addition, the person who verifies the responsibility for the weight must provide a signature with the weighing method of verification of a container.
- ✓ Many stakeholders are included about the VGM data transmission, Shippers/their agents, Shipping companies/their agents, Terminal operators, Weighing parties. The Export containers handled including transshipped container in Japan are around 9 millions, which shows much huge volumes of data is transmitted between the parties. The IMO Guidelines recommends to implement EDI between the parties concerned. Do they have any inconvenience to transmit the VGM using a “Gate-in Slip” after 1st July, 2016?
- ✓ In addition, in Japan, requirements have been established for scales that can be used for verification of container cargo weights (scales specified under the Measurement Law, or properly calibrated and adjusted with instrumental error of within $\pm 5\%$). However, the Japanese Government needs to know the current status of weighing in foreign countries and the introduction status of the system in each country.
- ✓ MLIT understands the container weight data transmission after the revision of the SOLAS Convention and trends in other countries. This survey is conducted in order to obtain basic knowledge and inconvenience/problems behind the current data transmission such as ensuring quality of data by stakeholders and future utilization of electronic data transmission methods.



Survey on actual situations between parties concerned in Japan and in some foreign countries conducted by MLIT_2

1. Survey & study of the way of transmission & determination about VGM

- Interview with shippers/agents(freight forwarders)
- Interview with shipping lines
- Interview with container terminal operators
- Interview with weighing company

2. Study of weighing machines

- Interview with weighing machine manufacturers

3. Collection present situation from other countries

- Support from SMDG's members and others
 - Review & revise the existing laws and how to notify them to the stakeholders
 - How to authorise a weighing party as an official weighing party
 - Flow of the VGM data between parties concerned
 - An enforcement threshold
 - Relations between the VGM and PSC (port Stay Control)

Data transmitted from a shipper (their agents) to a carrier

- Shipping line
- Vessel's name & voyage #
- Booking #
- Equipment #, size & type
- Seal #
- VGM in k/t
- Discharging port
- Shipper's name
- Freight Forwarder's name & address
- Responsible person
- Verification date
- Information related to DG, Refer, Cargo type and etc.

From Gate-in slip

Core information in this use case:

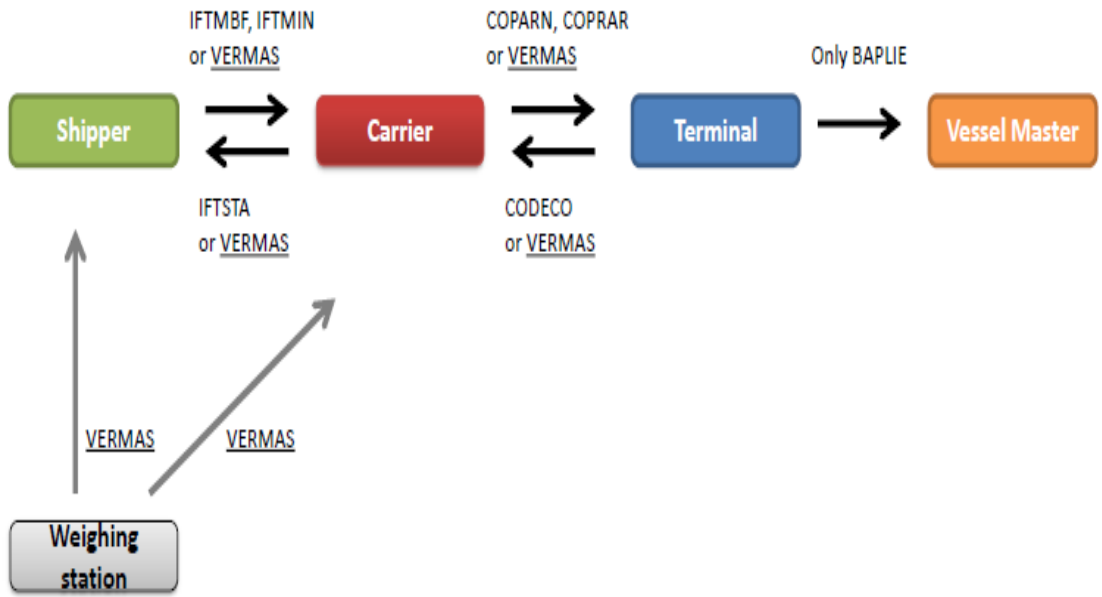
- Message sender (might be different from shipper)
- Container ID
- Verified Gross Mass
- SOLAS shipper (party)
- Authorized person at shipper including its signature
- **Method used for determining VGM and applying party**

Dependent on business agreements it might be advisable to transmit additional information:

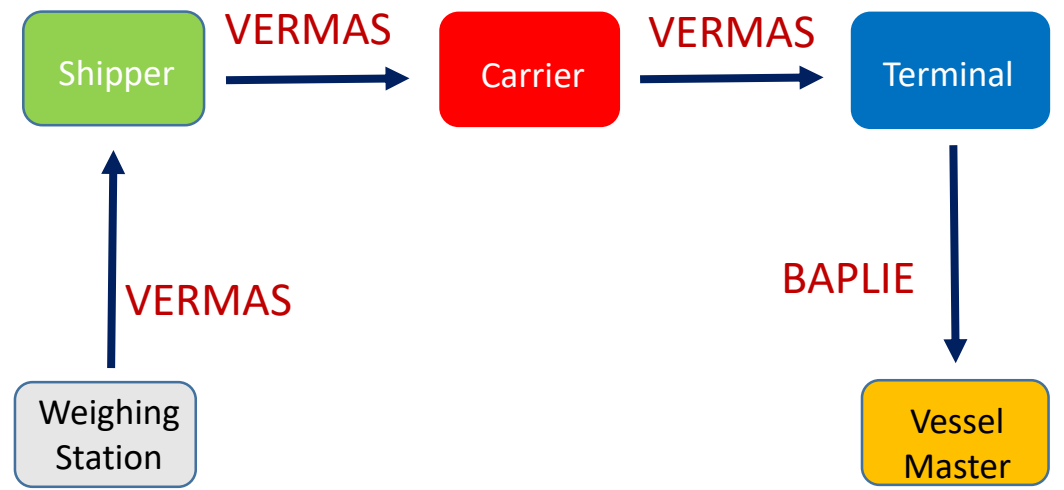
- Carrier's booking number
- Contact details of authorized person and or shipper
- Verification date
- Seal number
- Shipper's internal reference
- Vessel / voyage identification

From SMDG's VERMAS MIG Ver.1.0

VERMAS in the Process Chain



Recommended VERMAS in the Process Chain in Japan



An outstanding issue about quality check of weighing parties authorized

1. Over 5.000 weighing parties are registered & authorised
2. MLIT published the guidelines & manual as follows;
 - Guideline for Verification Methods for Gross Weight of International Maritime Export Containers
 - Manual for Verification Methods for Gross Weight of International Maritime Export Containers
3. How to audit weighing parties' quality check whether they might be weighing a stuffed container by the guideline and/or the manual?



Agenda

4. Survey the present status in some foreign countries after 1sy

July, 2016

Questionnaire_1

- a. Following the revision of the SOLAS Convention, have any revisions been made to systems under national laws and regulations, and have the parties concerned been made aware of these revisions? If revisions to systems and awareness rising have been implemented, could you please provide any public documents including the laws or notifications, or the URLs of publishing websites if possible.
- b. Is a system in place for filing and registering the shipper or the shipper's agent of an export container for which weight verification is required under the revised SOLAS Convention, or a third party who performs weight measurement (verification) on behalf of the shipper (measurement company, etc.) with the government or the corresponding bureau or organization?
- c. If there is a system as in b), could you please provide any public documents including the laws, etc. that form the basis for this system, or the URLs of publishing websites? Is information on filed and registered companies (names, addresses, etc.) published externally or made available for reference? Also, does the organization, etc. that receives filings and registrations undergo regular audits, etc. (including by a third party certification company)? If it does (or has already), is information such as the frequency (once a year, etc.), and audit items and standards published?
- d. If there is no system as in b), it may be difficult to ensure systematically that the container to be exported has been weighed (verified) properly in accordance with a method set out in the convention, but are checks made by any means other than a system?

Questionnaire_2

- e. Regarding gross weight of containers, are standards in place for “permissible error” (e.g. \pm XX% of the accurate weight, or permission for errors within XX tons) in weights and for weighing? If they are, could you please provide a summary and the relevant documents?
- f. Could you please provide the following information about how to transmit the verification of the gross mass of packed containers and the person verifying the weight from the shipper of the export container (including NVOCC, Freight Forwarder etc.)?
- g. Have there been any cases of surveys and inspections of existence of VGM, etc. performed by the PSC (Port State Control)? If there have, what kinds of survey have been performed? Also could you please provide a summary if there have been any problems or obstacles (e.g. It takes much time to survey, etc.)?

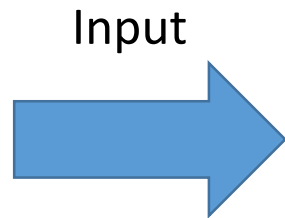
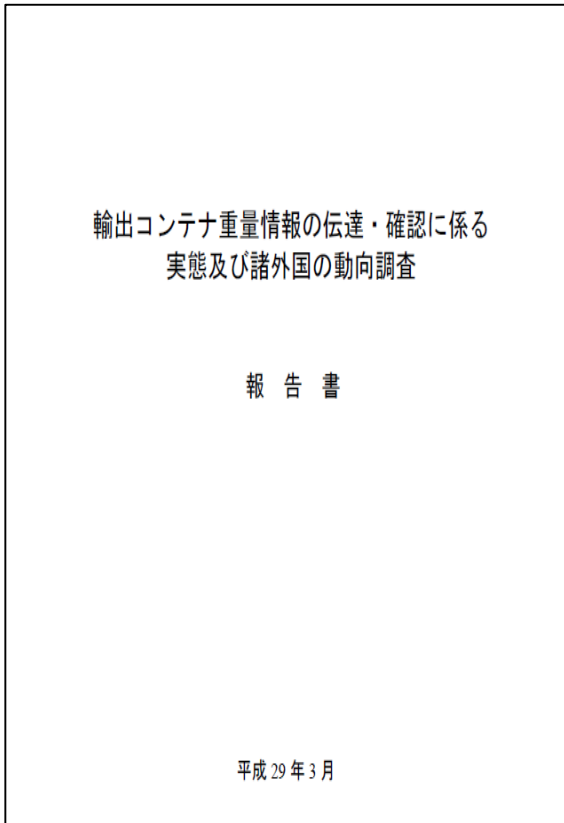
	制度周知等	登録制度	計量・許容誤差	情報伝達の方法	PSC検査	
日本	○	○	○	主に搬入票を使用(荷主→ターミナル→船社)	○	
英国	○	○	○ 総重量の±5%以内	「荷主→船社→ターミナル」が簡潔とガイドラインに記載。	○	
スペイン	○	△ (方法2; ISO 9001)	○ 方法1・2とも認定された計量器を使用。また、許容範囲として、①±5%、②500kg	「荷主→船社→ターミナル」が一般的	○ 船積み計画にてVGM有無を確認。	
ドイツ	○	×	○ 方法1・2ともEC指令に基づく精度が必要	「荷主→船社→ターミナル」が一般的	○ PSC検査の一環として抜打ち調査を開始。	
ベルギー	○	×	○ 総重量の±5%未満	「荷主→船社(又は代理店)→ターミナル」が一般的	— (確認されていない)	
オランダ	○	×	×	(行政による規定無)	「荷主→船社→ターミナル」が一般的	— (確認されていない)
フランス	○	×	○ 総重量の±5%以内	「荷主→船社→ターミナル」が一般的	— (確認されていない)	
イタリア	○	△ (方法2; ISO 9001等)	○ 総重量の±3%以内	「荷主→船社→ターミナル」が一般的	○ PSC検査にて、コンテナ情報、本船のスタビリティ等の確認を実施。	
ロシア	○	○ (重量検証者は船級協会の認定が必要)	×	(行政による規定無)	「荷主→船社→ターミナル」が一般的	— (確認されていない)

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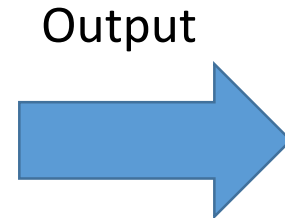
6. An action in 2017

Survey on actual situations between parties concerned in Japan and in some foreign countries conducted by MLIT_3

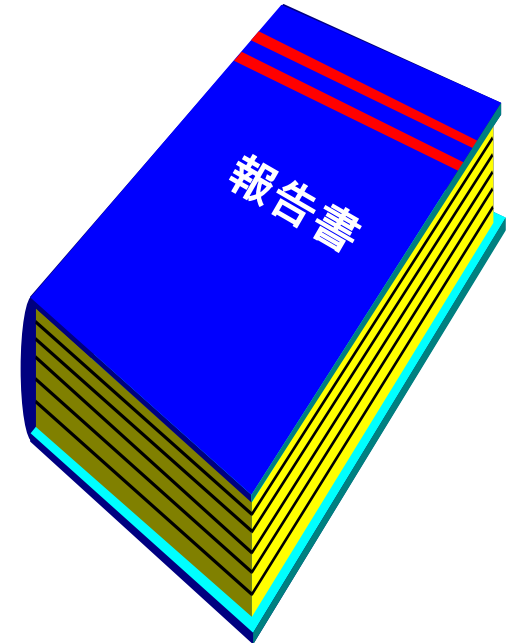
Report to the MLIT on March, 2017



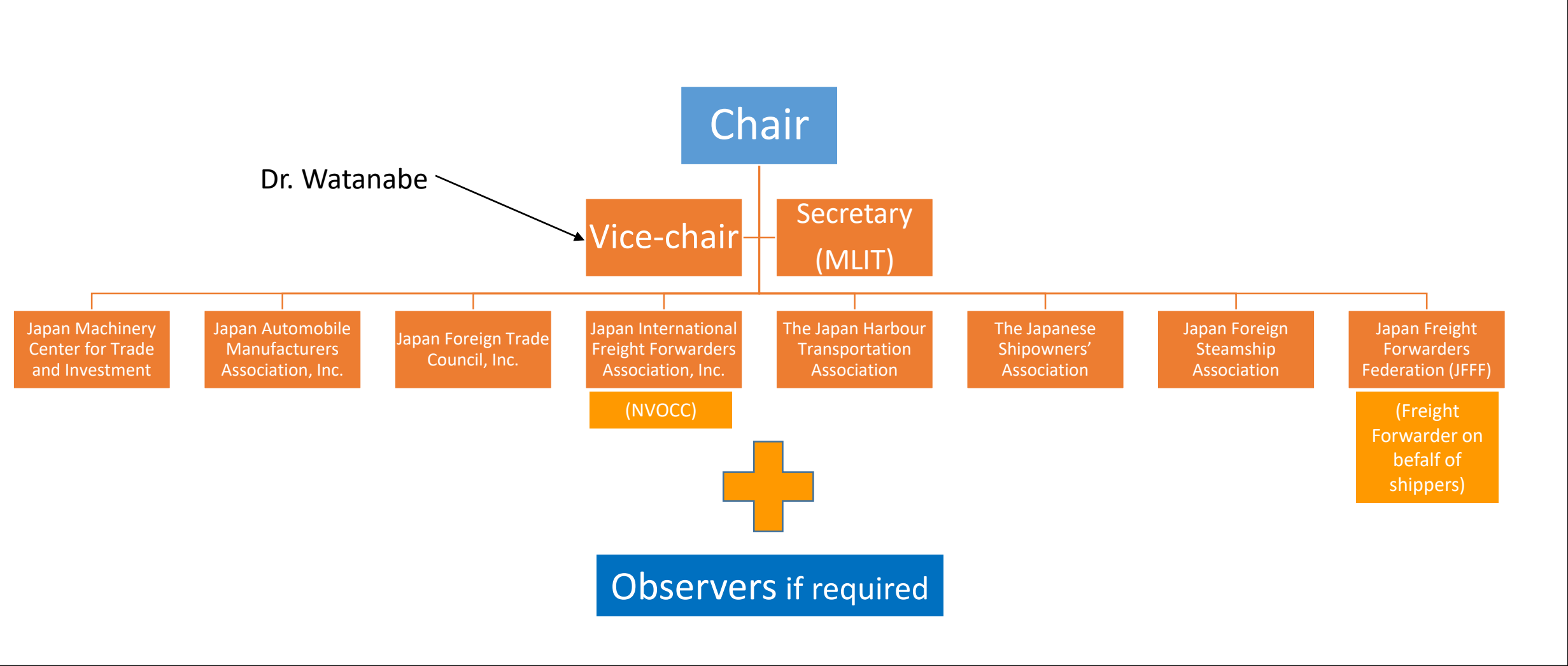
Inaugurate the Committee on October, 2017



Report to the MLIT on March, 2018
Including action plans for 2018



Study group on weight determination / information transmission etc. for stable transport of international marine export containers





Thank you for your attention.

Yoshi Kito