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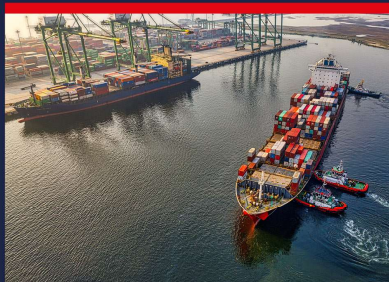
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# VGM Recap after 8 years

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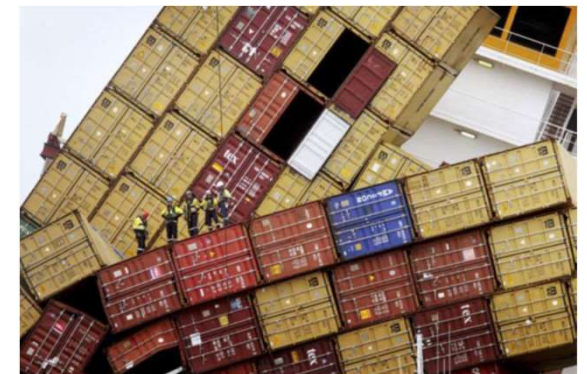
# VGM Recap after 8 years

Where it all started:

The immediate reason for the new regulations was the capsizing of the container ship MSC Napoli in 2007

One of the causes was incorrect stowage

This because a large percentage of the container weights were incorrect.



# VGM Recap after 8 years



## Where it all started:

In November 2014, the International Maritime Organization (IMO) approved rules for mandatory weighing of all seagoing containers. To this end, the SOLAS (Safety Of Life At Sea) Convention, once established after the Titanic disaster, has been amended on a number of points.

These new SOLAS regulations will come into effect on July 1, 2016. From that moment on, all full seagoing containers will have to have a verified gross weight (Verified Gross Mass =VGM).

The SOLAS Convention clearly states that the person named on the shipping document, usually the shipper of the goods, is responsible for delivering and/or determining this VGM.

- Two methods are permitted to determine the VGM:
  - weigh the full container after loading using calibrated and certified equipment
  - weigh all packages, including the weight of pallets, packaging material, stowage material, in a manner certified by the competent authority of the country where loading of the container has been completed, and add the tare weight of the container.

The SOLAS Convention also clearly states that full **containers may not be loaded if no VGM** is known at the terminal.

# VGM Recap after 8 years



- The development of VERMAS started 2015 (implementation before 01-07-2016)
- April 2016 results been presented from the VGM-subgroup
- Relevant MIG's were updated i.e. COPRAR, COPARN
- New Message VERMAS is added to the 16A directory
- VGM implementation in Ghana, Emmanuel Odartey presented
- Internal meetings and trainings were given to a line everybody how to implement and to use
- 1 Month implementation time,
  - in use for 01-07 was for terminals more challenging with legacy software.

# VGM Recap after 8 years



## VERMAS

- VERMAS to be approved by the UN/CEFACT during their meeting of April 2016 in Geneva
- VERMAS version 1.0 was published on the SMDG website in May
- The preferred communication flow is from shipper to carrier, but other flows are also possible.
- The carrier and the terminal are jointly responsible for the retrieval of the VGM.
- The VERMAS will be the World standard for the transmission of VGM info.

# VGM Recap after 8 years



## Terminal experience 1-4

- Overall, for Terminals there is not much is changed
  - Weighing's are mostly done in advance outside the terminal and occasionally at the terminal,
  - when a liner does not send the VGM, the impact is that the containers are removed at cut-off time.
- Most VGM are received with the COPRAR load,
- Booking can differ as it is created well in advance,
  - no insight into this from Terminal perspective to what will be the expected weight.
  - COPRAR load most of the time leading

# VGM Recap after 8 years



## Terminal experience 2-4

- No complains be heard at Terminal side about VGM
- It happens very occasionally, once or twice a year, a transshipment container that is being unloaded must be weighed again because weighing didn't go well in the loading port
- For certified parties it's allowed that weights of the individual goods may be added together and reported as VGM.

# VGM Recap after 8 years



Terminal experience 3-4

Achieved by VGM action is that there is a responsible party, however

- reliability by receiving VGM at Terminal operating system
  - Values like 70000kg or weights below Tare weight still received as VGM
    - (“Validation check in the carrier’s system missing?)
  - Different values for a container from different sources

Known that Containers transmitted without VGM are cancelled at cut-off before loading due to “missing VGM”



# VGM Recap after 8 years



Terminal experience 4-4

Question from Terminal side:

- Does Liners/Carriers notice that weights are received in a better way?
- Is there still a lot of weights been calculated/ added together
  
- Is there a common understanding
- if there are different VGM values - which VGM should be the leading one?
- Process:
  - Always the last one transmitted?
  - Only the one sent in VERMAS?
  - Only the VGM sent in COPRAR/COPARN/...(to be defined)....?
  - As per a defined priority of sources?



# Thank You

Presented by: Robert Roestenburg

**SMDG e.V.**

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