



OVERLOAD

ship instability, personal injury, incorrect vessel stowage
supply chain delay, higher operating costs

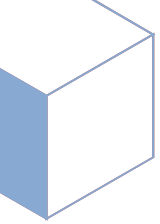


VERIFICATION OF GROSS MASS

The IMO Model Assembly 2016



Team KOI



Contents



Background of VGM



Present Condition



Problems of VGM



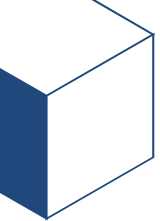
Proposal



01

Background





Background of VGM



MSC Napoli structural failure (2007)

- The second most expensive wreck in maritime history
- 20% of the containers on deck had different actual weights
- The total weight of misdeclared containers was 312 tons heavier than on the cargo manifest



02

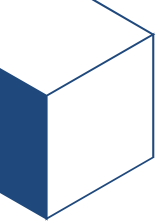
Present Condition OF VGM



Verified Gross Mass



- In 2014, IMO adopted the SOLAS to become law on **July 1st, 2016**
- Packed containers have to be weighed prior to loading aboard the ship
- VGM requires
Verified Gross Mass unit, signature of the shipper, and methods of weighing



Present Condition -Basic principles

1

Before a packed container can be loaded onto a ship, its weight must be determined through weighing – A verified weight is a condition for loading a packed container onto a ship.

No VGM ⇒ No Load.

The shipper is responsible for the verification of the gross mass of a container carrying cargo.

All extra cost, risk and liability incurred as a consequence of failure to meet VGM requirements shall be accountable by shipper.

2



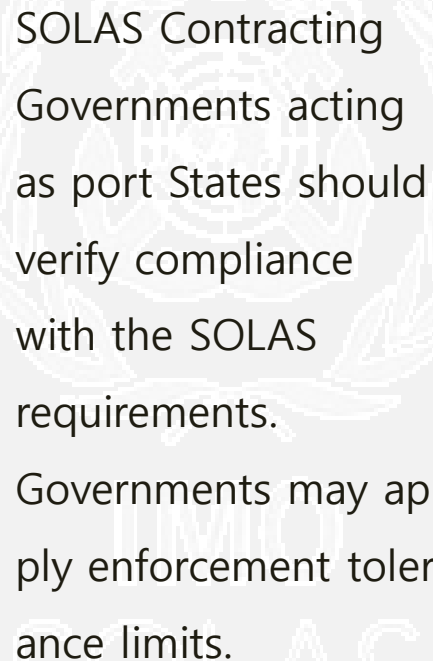


Present Condition -Basic principles

3

In the absence of the shipper providing the verified gross mass of the packed container, the container should not be loaded on to the ship.

4



SOLAS Contracting Governments acting as port States should verify compliance with the SOLAS requirements. Governments may apply enforcement tolerance limits.

5

VGM should be used by the terminal operators and vessel operators in the ship stowage plan.

Present Condition — Two methods



Severe lack of measuring equipment ▷ Higher utilization rate of Method 2
“ Constant effort to develop VGM measuring equipment ”



MSC 96th session (25/05/2016)



E

4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1548
23 May 2016

ADVICE TO ADMINISTRATIONS, PORT STATE CONTROL AUTHORITIES, COMPANIES, PORT TERMINALS AND MASTERS REGARDING THE SOLAS REQUIREMENTS FOR VERIFIED GROSS MASS OF PACKED CONTAINERS

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), recalled that the amendments to SOLAS regulation VI/2, adopted by resolution MSC.380(94) and which will enter into force on 1 July 2016, introduce new paragraphs 4, 5 and 6 relating to the verification of the gross mass (VGM) of packed containers.

2 In this context, the Committee noted the concerns of Member States regarding practical aspects of compliance with the aforementioned SOLAS amendments, in particular, relating to transhipped containers and communication of VGM information, in an initial period following their entry into force.

3 The Committee agreed that Administrations and port State control authorities should adopt a practical and pragmatic approach when verifying compliance with the requirements of SOLAS regulations VI/2.4 to VI/2.6, for a period of three months after 1 July 2016, with a view to:

- .1 permitting packed containers that are loaded on a ship before 1 July 2016 and are transhipped on or after 1 July 2016 to be shipped to their final port of discharge without the VGM specified in SOLAS regulations VI/2.4 to VI/2.6; and
- .2 providing flexibility to all the stakeholders in containerized transport to refine, if necessary, procedures for documenting, communicating and sharing VGM information.

4 Notwithstanding the above, the Committee emphasized that the stability and safe operation of ships, including the safe packing, handling and transport of containers, is not limited to the provision and use of VGM information and is also covered by a number of SOLAS regulations, including SOLAS regulations VI/2.1, VI/2.2 and VI/2.3, and other IMO instruments, amongst others.

5 Member States are invited to be guided accordingly and to bring the contents of this circular to the attention of all concerned, especially port State control officers.

2. The Committee noted the concerns regarding practical aspects of compliance with the SOLAS amendments, in particular, **relating to transhipped containers and communication of VGM information,** in an initial period.



03

Problems of VGM

- Interview with hands-on workers
- Low reliability of using fax/email
- Discordance between the key values
- Difficulty of handling T/S VGM information
- Unclear locus of responsibility for discrepancies



Interview with hands-on workers



**Small shipper & forwarder
assistant manager**

"Shippers have the ERP system by each stages.
So we're experiencing information gap problem."



**Shipping company's terminal manager
assistant manager**

"We have an exclusive web.
No big issue, no problem
in VGM implementation."



**Port authority worker
senior manager**

"There aren't VGM department or
inspector in our port."



**Logistics IT company workers
chief / senior manager / assistant manager**

"Ultimately, integrated information system
is the resolution for efficient VGM implementation"



Interview with hands-on workers



Low reliability of using fax/email



**Absence of
integrated VGM system**

Discordance between the key values



Difficulty of handling T/S VGM information



Uncertain IMO guideline

Validator & matter of responsibility clause





Low reliability of using fax/e-mail

-Major digital channels of submitting VGM data-



[illegible][illegible]

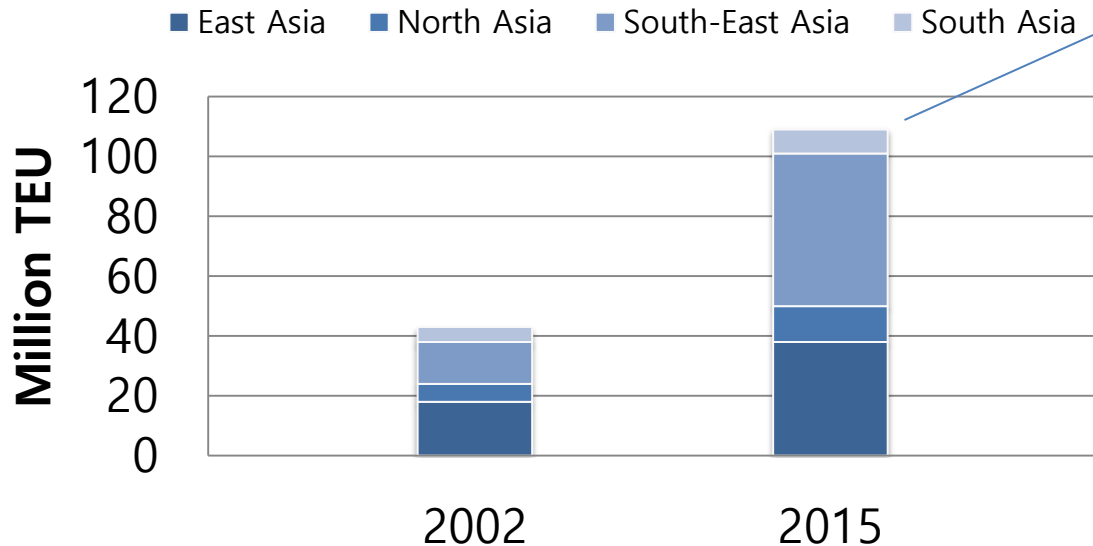
- : an increasing business hours
- : high expense of developing network
- : low reliability of container information



Difficulty of handling T/S VGM information



Trans-shipment volumes by sub-region



32%

The share of trans-shipment in total port volume was as much as 32 percent in 2015 in Asia.

Reference - UN ESCAP, Study on Regional Shipping and Port Development Strategies: Container Traffic Forecast, Monograph Series on Managing Globalization

Difficulty of handling T/S VGM information

8 Intermodal container movements and transshipments

8.1 The verified gross mass of a packed container should be provided to the next party taking custody of the container.

8.1.1 If a packed container is transported by road, rail or a vessel to which the SOLAS regulations do not apply and delivered to a port terminal facility without its verified gross mass, it may not be loaded onto a ship to which the SOLAS regulations apply unless the master or his representative and the terminal representative have obtained the verified gross

8.1.2 If a packed container is delivered to a port terminal facility by a ship to which the SOLAS regulations apply for transshipment onto a ship to which the SOLAS regulations also apply, each container being delivered is required by the SOLAS regulations to have had a verified gross mass before loading onto the delivering ship. All packed containers discharged

제 3조(적용범위)

이 기준은 수출을 위하여 화물이 적재된 개별 컨테이너에 적용하며, 다음 각 호의 경우에는 적용하지 아니한다.

1. 공 컨테이너 및 환적 컨테이너

2. 단국제항해에 종사하는 로로선박(roll-on/roll-off)에 의해 운송되는 컨테이너 화물로서 채시(chassis) 또는 트레일러(trailer) 등과 같은 차량에 탑재된 컨테이너



Reference

- 1) IMO, Guidelines regarding the Verified Gross Mass of a Container Carrying Cargo, 9 June 2014, MSC.1/Circ.1475
- 2) Ministry of Ocean and Fisheries, The Standard of Gross Mass of Container Cargo



Unclear locus of responsibility for discrepancies



MSC.1/Circ.1475
9 June 2014

GUIDELINES REGARDING THE VERIFIED GROSS

4 Main principles

4.1 The responsibility for obtaining and documenting the verified gross mass of a packed container lies with the shipper.

9 Discrepancies in gross mass

9.1 Any discrepancy between a packed container's gross mass declared prior to the weighing and the verified gross mass should be resolved by use of the latter verified gross mass.

9.2 Any discrepancy between a packed container's gross mass declared prior to the weighing and the verified gross mass should be resolved by use of the latter verified gross mass obtained by the port terminal facility.

The guideline didn't stipulate how to validate the VGM information and the resolution if shipper give incorrect weight.





04

Proposal

VGM Information Network with The Amendment

Proposal
VGM Information Network
Amendment
Benefits
Thank You!



Proposal

- ❏ **VGM Information Network(VIN)**
The integrated system for VGM information Interchange.
All ports in the world share VGM by VIN.
- ❏ **The Amendment of IMO Guideline**
The amendment for MSC.1/Circ.1475 and SOLAS chapter VI.
Locus of responsibility, T/S VGM and key values are handled.



Uncertain Standardization of VGM leads to
Inaccuracy of VGM information, responsibility problem and marine accidents

**“VIN with The Amendment ⇒
Efficient Stabilization of VGM”**

VGM Information Network

Character

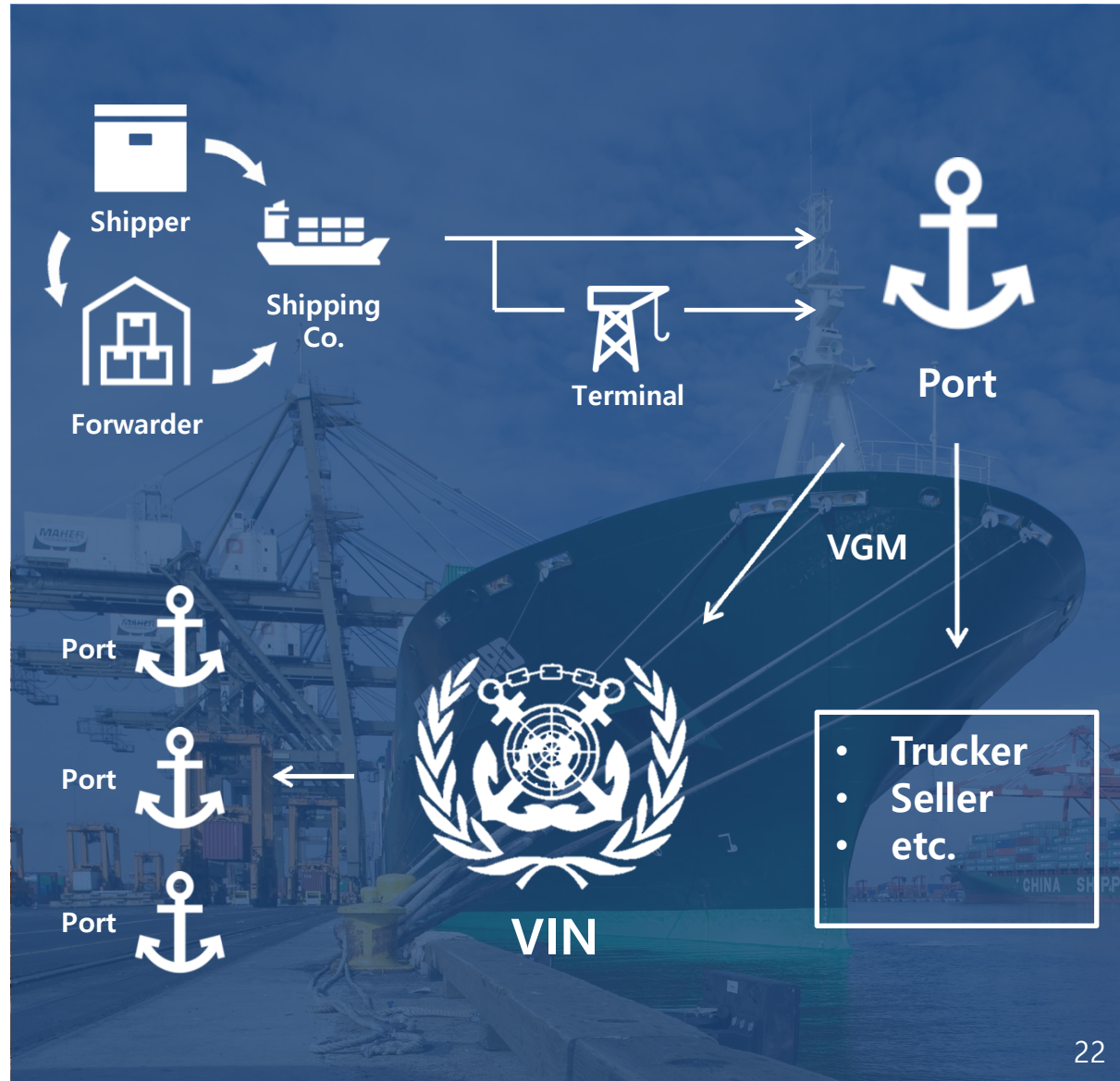
The international, non-profit cooperative network for VGM information interchange between port authorities

Objective

Improve the accuracy of VGM information
Prevent maritime accidents

Structure

The department supervised by Maritime Safety Committee(MSC) & Facilitation Committee(FAL)

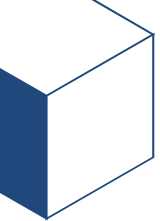




VGM Information Network



**“VIN system is not just a dream
International society is already prepared”**



Amendment

- The amendment content of SOLAS CHAPTER VI – CARRIAGE OF CARGOES AND OIL FUELS

Regulation 2 – Cargo information

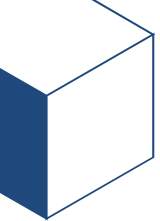
The following new paragraphs 7 is added after existing paragraph 3:

7 VGM Information Network (VIN) system means the international network system for VGM interchange. This system:

- .1 is supervised by Marine Environmental Protection Committee(MSC) and Facilitation Committee(FAL).
- .2 's basic process is that VGM information provided by all port authorities is that internationally shared through VIN system.
- .3 The development of VIN system makes progress with IMO's projects which are 'SETTING UP A SINGLE WINDOW SYSTEM IN MARITIME TRANSPORT (FAL.5/CIRC.36) and 'STRATEGY FOR THE DEVELOPMENT AND IMPLEMENTATION OF E-NAVIGATION (MSC 35/26/ADD.1)'.

“VIN system is not an IT project, but a change coordination project,

Technical problem is already being solved with Single window & E-navigation”



Amendment

- The amendment content of MSC.1 Circ.1475
- GUIDELINES REGARDING THE VERIFIED GROSS MASS OF A CONTAINER CARRYING CARGO

4. Main principles

4.3 Shipping company or terminal provides B/L, VERMAS and booking number. with VGM Information to a port authority. After, the port authority transmits to VIN system specified in SOLAS chapter VI, part A, regulation 2.

6. Documents

6.1.1 All shipper and shipping company priory use VIN system specified in SOLAS chapter VI, part A, regulation 2 for communicating data for VGM and avoid using E-mail or fax.



9. Discrepancies

9.3 Each port authority operates an organization and inspector for examining discrepancies in gross mass.

9.4 If the maritime accident occurs by discrepancies in gross mass, the locus of responsibility is clarified through VIN system.

This amendment will help

the clear guideline for stabilization of VGM



Benefits



“Safe, secure and efficient shipping on clean oceans”

- Slogan of IMO



THANK YOU!

Verification
of Gross Mass



Team KOI