



OCEAN CARRIER EQUIPMENT MANAGEMENT ASSOCIATION

FOR IMMEDIATE RELEASE

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**New OCEMA Tariff Rule to Address Shipper Concerns
Regarding Certifying Container Tare Weights**

Washington, D.C. May 12, 2016 – The Ocean Carrier Equipment Management Association (“OCEMA”) has announced the decision by its membership to issue an OCEMA Tariff Rule that would confirm that shippers would have no liability for damages resulting from inaccurate carrier-provided tare weight to calculate Verified Gross Mass (“VGM”). The OCEMA Tariff Rule was developed in response to concerns voiced by some shippers that they were unable to certify the tare weight of containers that shippers do not own or lease.

“This issue has been cited by some shippers as the primary reason they cannot comply with VGM requirements. The OCEMA Tariff is intended to fully and address shippers concerns,” said Jeff Lawrence, OCEMA Executive Director.

In March, OCEMA published a Best Practice for the Acceptance and Transmission of Verified Gross Mass that addressed this issue by stating that shippers may rely upon the tare weight made available by the ocean carrier. While the Best Practice reiterated what the International Maritime Organization (“IMO”) advised in its guidance on VGM, OCEMA adopted the Tariff Rule to further explicitly address shipper concerns and to eliminate the tare weight issue as an obstacle to VGM compliance.

OCEMA members remain committed to having a smooth transition on July 1st and will continue to work with shippers, ports, terminals and other supply chain participants to find solutions to simplify VGM compliance.

OCEMA is an association of 19 major U.S. and foreign flag international ocean common carriers that provides a forum for its members to discuss operational, safety, and related matters pertaining to the intermodal transportation of ocean freight within the U.S. OCEMA also operates the CCM chassis pool system of 140,000 chassis, at over 200 U.S. intermodal locations, which has been an essential tool in providing rail and marine terminal fluidity and efficiency.

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