



Customer Advisory: SOLAS VGM Advisory – July 1, 2016 Update

Dear Valued OOCL Export Customer,

OOCL understands that the rapidly evolving environment along with multiple options for VGM submission in the United States may be a source of confusion. As required by SOLAS, VGM must be provided by or on behalf of shipper using one of the following methods:

- a) Weighing the packed container using calibrated and certified equipment and providing the gross mass to carrier along with the signature of a person duly authorized by shipper using EDI or other means of transmission specified by carrier;
- b) Weighing all packages and cargo items, including pallets, dunnage and securing materials packed in the container, adding the tare mass of the container as provided by the carrier, and providing the total gross mass to the carrier along with the signature of a person duly authorized by shipper using EDI or other means of transmission specified by carrier;

That said, to help simplify and ease the U.S. load port terminal VGM submission process, OOCL is pleased to offer the following as available options for our customers:

1. Marine Terminal In-Gate Weights:
 - At marine terminals with certified scales OOCL will use the weights produced by the marine terminals at the time of container receiving or in-gate to generate a VGM and submit on behalf of the Shipper
 - This process will cover all locally received and off-dock intermodal container traffic.
2. Intermodal Rail Container Weights:
 - OOCL will use the certified gross cargo weight declared by the Shipper or authorized agent (as required by the Intermodal Safe Container Transportation Act or ISCTA), add the container tare weight to produce a VGM, and submit on behalf of the Shipper. In reference to the ISCTA (Intermodal Safe Container Transportation Act), please be aware that for cargo that does not require a certified actual gross cargo weight under the ISCTA, Shippers must nevertheless submit a certified actual gross cargo weight complying with the requirements of ISCTA for determining and reporting gross cargo weights.
 - This process will cover all on-dock intermodal rail container traffic.

The combination of these two processes will provide our customers and the general shipping community with a consistent and efficient option to satisfy the U.S. VGM requirements without change to any current practice.

Shippers availing themselves of the above options 1 or 2 are not required to provide a signature to carrier, but acknowledge that use of these methods is verification of the gross mass.

In case any shipper prefers to submit the VGM directly to OOCL for U.S. cargo, we continue to offer a variety of options including:

- OOCL Web Portal
- EDI
- OOCL Mobile App – OOCL Lite
- Other Web Portal Services (CargoSmart, GT Nexus)
- Email request with OOCL's standard spreadsheet form

Please understand the provision of a VGM on behalf of the Shipper is only applicable for U.S. load port cargo. Any Canada or Mexico load port containers will still require a VGM to be provided by the Shipper to OOCL.

Thank you for your continued support.

If you have any questions, please contact your local OOCL Sales Representative.

Yours Truly;
OOCL USA INC