



The implementation and enforcement of the Safety of Life at Sea Convention (SOLAS) requirements regarding the verification of the gross mass of packed containers will enter into force on **July the 1<sup>st</sup>, 2016**.

The regulation concerns only packed containers aboard vessel under the SOLAS regime involved in international maritime traffic.

The SOLAS regulation for weighing containers allows two ways for weighing packed containers in order to obtain the Verified Gross Mass (VGM) for each container by the shipper or his representative either by;

**Method 1:** The ‘shipper’ may weigh the packed container by using ‘calibrated and certified equipment’, or

**Method 2:** The ‘shipper’ may weigh all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.

The **responsibility** for obtaining and providing the VGM lies with the shipper. It is against international regulation to load a packed container without the VGM. Therefore CMA CGM Group will not load containers unless a VGM is provided.

**‘Shipper’** means a legal entity or person named on the bill of lading or sea waybill or equivalent multimodal transport document (e.g. “through” bill of lading, “Sea waybill) as shipper and/or who (or in whose name or on whose behalf) a contract of carriage has been concluded with a shipping company.

**‘Calibrated and certified equipment’** means a scale, weighbridge, lifting equipment or any device, capable of determining the actual gross mass of a packed container or of packages and cargo items, pallets, dunnage and other packing and securing material, that meets the accuracy standards and requirements of the State in which the equipment is being used.

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For an overview of this regulation, a document has been jointly published by the WSC, TT Club, ICHCA and the Global Shippers Forum (GSF) ([http://www.worldshipping.org/industry-issues/safety/faqs/SOLAS\\_VGM\\_Industry\\_FAQs\\_Dec\\_2015\\_US\\_letter\\_WEB.pdf](http://www.worldshipping.org/industry-issues/safety/faqs/SOLAS_VGM_Industry_FAQs_Dec_2015_US_letter_WEB.pdf)). It is important to refer to it to get the main guidelines for the implementation of the SOLAS amendment regarding the Verified Gross Mass (VGM) of a container carrying cargo.

*Please find below some guidance which intends to explain the VGM submission process.  
This document will be updated with new information as it arises.*



1. What is the “actual” effective date for your company to enforce the VGM transmission (example: container being loaded before July 1, 2016, with subsequent transshipment after July 1, 2016)?

*The new regulation will come into effect on the 1<sup>st</sup> of July 2016. There will be 3 months transition allowing containers in transshipment (without VGM) to be fully compliant with the regulation as of 1<sup>st</sup> of October 2016 as well allowing processes and IT systems for the shipping industry to manage the VGM data.  
No VGM, no LOAD will be in force as from the 1<sup>st</sup> of July.*



2. If the shipper is not able to provide your company with the VGM for each packed container, do you still intend to load containers?

*It is against the International Regulation to load a packed container without the associated VGM.  
The Group will not load containers without any VGM.*



**3. Where can the shipper find the tare of the container?**

Our containers are compliant with all ISO requirements. The tare weight is displayed on each container, painted on the right door. For easy reference, we suggest our customers download our logistic brochure ([https://www.cma-cgm.com/static/eCommerce/Attachments/BROCHURE\\_CONTAINERS\\_2015\\_BD\\_21\\_10\\_2015.pdf](https://www.cma-cgm.com/static/eCommerce/Attachments/BROCHURE_CONTAINERS_2015_BD_21_10_2015.pdf)). Tare information of our fleet is also available on our website including long and short term leased units. You can key (or copy-paste) a list of containers and download the result in an excel page. You can organize per package up-to 500 Container per list. CMA CGM will be accountable for the accuracy of the tare weight listed on the container door-side.

For customers submitting their Shipping Instructions (SI) on our website, this information is already available. The packer who will use Method 2 will be able to take into account this data for the global calculation of the VGM. Maintenance and repair is also taken into account, and reflected at any time outside on the outside of the container.

Tare information will be available on our website on the following page (you need to be registered first with login and password): <https://www.cma-cgm.com/ebusiness/vgm/upload>



**4. How does the registration process work for CMA CGM Web site ?**

In order to provide VGM information on the website, users need to be connected with a login/password. In order to register on the CMA CGM website, the user has to go to the following URL <https://www.cma-cgm.com/ebusiness/registration/information>. After a first screen of information, you will have to choose the package you want to subscribe to, please select "SHIPMENT PACKAGE", below is the screen you will see :

	BASE PACKAGE*	CHOOSE PACKAGES		
		PACKAGE SHIPMENT**	PACKAGE INVOICE**	PACKAGE DOCUMENTS**
SCHEDULES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ADVANCED TRACKING	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NOTIFICATION	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
SHIPMENT FOLDER / VGM SUBMISSION	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BOOKING	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SHIPPING INSTRUCTION	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SHIPPING DOCUMENTS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upload your Documents Notice of Arrival, Delivery Order	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CONSULT INVOICE	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BL PREPROCESSING Draft / BL Approval Not negotiable Original BL Printing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The account will be validated within 4hours. For further details : <https://www.cma-cgm.com/news/1182/solas-new-regulation-are-you-ready->



#### 5. Who, how, when, what should be done to submit the VGM ?

Standard procedure is that the SHIPPER produces the VGM and CMA CGM receives and transmits the VGM to the terminal. However, at this stage regulation is not homogenous per country, port or terminal. Local regulation can overrule the standard process.

2 different channels of communication will be accepted other than transmission of information by telephone:

- Electronic, through our regular eCommerce channel (our website, via Direct EDI connection with us) or through our Service Providers (INTTRA, GT Nexus, CargoSmart...),
- Manual, by Email to [ssc.vgm@cma-cgm.com](mailto:ssc.vgm@cma-cgm.com) with an excel template which you can find on <https://www.cma-cgm.com/products-services/verified-gross-mass>.

VGM transmission will be accepted but this is not the preferred option. This service will be charged 25 USD / container

The below elements should be transmitted for each container:

- VGM = figures (mandatory)
- UOM = (unity of measurement) Standard local UOM, to be managed under Kgs (mandatory)
- Weighing type = Code (Method 1 or Method 2) (optional)
- Signature = free text to contain a name in capital letters (mandatory)
- VGM "certificate" reference (optional)
- Booking Number (mandatory) or BL Number if applicable (optional)
- Container number (mandatory)

The Group will provide our customers with an operational VGM cut off. The VGM cut off will appear on the booking confirmation. The VGM information will be received at any time between booking and VGM cut off. VGM can be modified after submission until VGM cut off. Any Amendment done after VGM cut off will be charged 100 USD per container plus all related costs on/outside the terminal, storage, trucking, detention and demurrage, pre-carriage/on-carriage, re-nomination/change of vessel fees, terminal charges.

The last VGM submitted will be the one used for the preparation of the stowage plan, it will help to prevent accidents aboard, damages and/or containers lost at sea. The VGM will contribute for more safety along the supply chain.

Empties units, Break bulk cargo and RORO will be exempted from the VGM submission. However, if a packed container is scheduled to be loaded on board mother vessels after having been loaded on board the RORO vessel, the VGM is mandatory and must be provided by the shipper.



**6. What (if any) tolerance will you accept for the VGM ?**

*Tolerance is fixed by Countries and local competent authorities, who may carry out random checks. CMA CGM Group will comply with the global regulation as well as local policies.*

*Operationally speaking CMA CGM Group might consider a variance of 1 ton between the VGM communicated by the shipper and what the terminal operator would observe, no correction of the VGM will be made, should the variance be less 1 ton. The Group will not re-weigh a container which already has a VGM unless terminal reports abnormal / excessive weight at time of handling which prevents loading of such container.*

*Some terminals, countries, are imposing their own procedures, which we will have to follow. We will update you with the latest information on our CMA CGM website.*



**7. What happens if there is no VGM available at the gate-in?**

*The Regulation in all port terminals is not homogenous, we therefore recommend our customers to make sure each and every container has its VGM before the GATE-IN.*

*If the terminal is able to weigh the container: all related costs charged by terminal will be invoiced to the Shipper accordingly, such as: weighing charge, lift on, lift off, etc*

*If the terminal has no equipment to provide a VGM by using method 1, the Shipper will be liable for any cost associated to the stoppage of the container inside/outside the terminal, storage, trucking, detention and demurrage, pre-carriage/on-carriage, re-nomination/change of vessel fees, terminal charges, etc*

*The Group is in close contact with all terminals to collect all information on their respective VGM implementation policies. We will provide this information on our CMA CGM website as soon as it is available.*

*To learn more about the VGM official implementation: <http://www.worldshipping.org/industry-issues/safety/global-container-weight-verification-rule-effective-july-1-2016>*



**8. Do you intend to offer a weighing service as a "value added service"?**

*Yes. It is our intention to do our best to assist our customers along the process. Upon request, and where possible, the CMA CGM Group will offer the option through a third party. Information and tariffs will be available through our Group Agency Network.*

*The new SOLAS amendments spell out clearly that it is the shipper's responsibility to provide the VGM to carriers sufficiently in advance to be used in the preparation of the ship stowage plan. In the instance where the shipper engages a third party to obtain the VGM, the shipper will still remain the responsible party. In the case of a missing VGM that causes the shipper's container not being loaded, the shipper will remain liable for any associated costs.*



**9. When and how would penalties apply in case of discrepancy between VGM weight provided by the Shipper and weight controlled by the Competent Authority ?**

*During the trip of the container, random checks can happen by any Competent Authority either at Port of Loading or Port of Transshipment or Port of Discharge. In case of "no load" instructed by a terminal at Port of Loading or in case of fines imposed at destination by the local authorities, the Party responsible for VGM declaration will be liable. As per SOLAS VGM regulation, the loading country weight regulation will apply referring to tolerance, fines, method used.*



**10. Pre carriage and multimodal transport**

*In case packed containers are transported by road, rail or barge before being shipped on board our vessels, we request the VGM from the shipper named on the BL or its representative as soon as the packed containers start the inland transport.*