



The International Maritime Organization (IMO) adopted amendments to the Safety of Life at Sea (SOLAS) Convention (Chapter VI, part A, regulation 2), that requires packed containers' gross mass to be verified prior to stowage aboard ship. As from July 1st 2016 this regulation, effective as global law, prohibits loading of a packed container in absence of the verified gross mass (VGM). This applies to all packed containers which are to be loaded to a vessel under SOLAS regime in international maritime traffic.

The regulation applies to all containers to which the International Convention for Safe Containers (CSC) applies. The term container includes tank containers, flat-racks, and bulk containers. Any types of vehicles, however, are excluded from the definition of container and thus from the requirements. Packed containers on a chassis or trailer to be driven on a ro-ro ship would be subject to the requirements (if the ship is subject to SOLAS and is not engaged on short international voyages).

VGM reporting is the sole responsibility of the shipper who may use a third party to perform this function of a completely packed container.

ACL will not load a container which does not have Verified Gross Mass (VGM)

The local VGM cut-off may vary by location so each office/ terminal standard will be available on our website and booking confirmations when determined.

#### Preferred Methods of reporting

- an eVGM for which VERMAS was developed
- existing EDI connections (electronic shipping instructions)
- ACL website (under development)
- Various portals such as INTRTA, GT NEXUS

We ask that you send the ACL shipment number, the container number, the VGM and the authorized person's name in capital letters or an e-signature (under development)

Our intent is to monitor the receipt of the VGM and review missing VGM as a part of our vessel tracking on the port delivery cutoff day.

#### Additional information:

The World Shipping Council (WSC) and its member shipping companies have developed guidelines and FAQs (link below) to explain what the implementation of the regulations will require of shippers, vessel master or his representative and the terminal operator.

(WSC Guideline)

<http://www.worldshipping.org/industry-issues/safety/cargo-weight>

(WSC FAQs)

<http://www.worldshipping.org/industry-issues/safety/faqs/>

We will keep you informed of developments.

**Atlantic Container Line AB**  
A Grimaldi Group Company