

IMO SOLAS VERIFIED GROSS MASS REPORTING REGULATION EFFECTIVE 7/1/16

The International Maritime Organization SOLAS amendment on Container Weight Verification will become effective on 1 July 2016. The main requirement of this amendment is for SHIPPERS to provide the verified gross mass (VGM) of each full container they deliver for export. This MUST be reported prior to the cutoff date for delivery to the CY. No provision or agreement may override or be in conflict with the obligation to abide by SOLAS rules. All shippers must comply with this rule.

What is Verified Gross Mass (VGM)?

VGM is different from cargo or gross weight currently stated on B/Ls. **Verified Gross Mass means the total gross mass of a packed container including cargo weight, packing and securing material, and container tare weight.** VGM may be obtained by using one of the two methods described in “Determining the VGM” below.

Determining the VGM

Method 1 – Weighing of a packed container

The shipper may weigh the container at an approved facility after it has been packed and sealed.

Method 2 – Calculating VGM

The shipper may calculate VGM by aggregating the weight of below items:

- Cargo Weight
- The weight of the packing and securing material to be packed in the container
- Container tare weight

How to obtain container tare weight

The shipper may obtain the container tare weight by referring to the tare weight printed on the outside of the container. Specific container tare weights can also be looked up on most carrier websites.

Reporting the VGM

For your convenience, and to help ensure proper reporting, a **VGM Reporting Form** has been made available on our import supplier webpage <https://www.navegate.com/sportsmans/>. Forms will also be available from Navegate and from the agent/freight forwarder that handled your booking. Shippers MUST use one of these forms when reporting VGM.

1. The essential contents when submitting VGM information

When VGM is transmitted to the agent/forwarder, the following information MUST be included

- Booking Number • Container Number • VGM
- Unit of Measurement (in kilograms or pounds)
- Responsible Party (Shipper on the B/L)
- The Name of the Authorized Person in Capital Letters

2. VGM reporting cut-off time

VGM cut-off time will vary based on specific country, terminal, lane, vessel and/or other factors. Most carriers will provide VGM cut off time information along with the booking confirmation. However, in order to allow sufficient time for the agent/forwarder to relay the information to the carrier, the **SHIPPER MUST REPORT THE VGM NO LATER THAN ONE DAY PRIOR TO THE CUTOFF DATE FOR CONTAINER DELIVERY FOR SHIPMENT.**

3. Consequences of Failing to Submit VGM - No VGM, No Load

- If VGM is not provided to the carrier in a timely and accurate manner, the container will not be loaded onto the ship. The SHIPPER will be liable for any expenses, damages and/or losses resulting therefrom (including, but not limited to, demurrage, detention, storage, penalties, fines, losses incurred by the consignee, etc.).
- If the terminal at the port of loading has implemented “No VGM, no gate-in” policy, a container that arrives at the terminal without VGM will not be allowed to gate-in.
- If a national law has a penalty clause against container of which VGM has not been provided in time, the shipper may be penalized.

4. The responsible party to submit VGM

The shipper stated on the ocean carrier’s Bill of Lading shall be the responsible party to submit VGM to carriers.

However, to simplify the process and to help ensure timely reporting of VGM, **SHIPPERS should provide a completed VGM Reporting Form to the Agent/Freight Forwarder with whom they booked freight for shipment.** For LCL co-loading shipments, the “master” NVOCC or Freight Forwarder named on the ocean carrier’s B/L will be the party responsible for reporting VGM. The agent/forwarder will relay the VGM to the carrier ahead of the VGM cutoff time.