Safety of Life at Sea Convention (SOLAS) Verified Gross Mass (VGM) ~ Frequently Asked Questions ~

As of 9th June 2016
**Background**

**Q. When is the effective date?**

On 1\textsuperscript{st} July, 2016, the requirement will be effective.

**Q. Definition of Verified Gross Mass (VGM)?**

Verified gross mass means the total gross mass of a packed container as obtained by either Method 1 or Method 2 described below.

- **Method 1** – The packed container is weighed after the end of the stuffing operation using calibrated and certified equipment.

- **Method 2** – For some uniform or packaged cargo, the known weight of cargo packages/pallets, etc. and securing material is added to the tare mass of the container.

**Q. Who decides on the certified method of weighing?**

This is the responsibility of the competent authority of the State in which packing of the container was completed.
**Q. Who provides the VGM?**

The shipper is responsible for providing the verified gross mass by stating it in the shipping document and submitting it to the master or his representative and to the terminal representative sufficiently in advance for use in the preparation of the ship stowage plan.

**Q. Who is the shipper?**

The shipper is defined as 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) as shipper and/or who (or in whose name or on whose behalf) a contract of carriage has been concluded with a shipping company. The shipper may be a manufacturer, ship agent, freight forwarder, etc.

**Q. Required information to “K” Line?**

Mandatory information to be provided by shippers are:

1. Booking Number or BL Number
2. Container Number
3. VGM Weight
4. VGM Authorizer Name
5. Unit of Measurement
**Q. “K” Line’s Loading Policy?**

As carrier, “K” Line will not load any cargo without VGM on our vessels.

If terminal has “No VGM/No Gate-In” policy, then the cargo will not be allowed to enter the terminal gate. Even if it can enter the terminal gate, cargo will not be loaded onto a vessel without VGM in accordance with the basis of “No VGM/No Load.”

**Q. Who pays costs in case of non-compliance/no VGM?**

Any charges or fines related to shipper’s non-compliance with provision of the VGM or “K” Line’s submission requirements will be to the account of the shipper.

**Q. Treatment of Pre-1st July Transshipment cargo?**

For units received in the 1st IMO loading port prior to 1st July, but transshipping overseas after 1st July, shippers still need to provide “K” Line the VGM before VGM cutoffs.

However, implementation is subject to each transshipment country’s guidance. “K” Line will monitor progress of each country’s guidance and will adjust our position as guidelines becomes clear.
Q. When is the VGM submission cutoff?

VGM cutoff timing will be differed from terminal-to-terminal as implementation rules are different in each country and terminal.

Q. VGM submission methods/channel?

Below are preferable VGM methods for submission to “K” Line:

1. EDI
2. 3rd Party Portal (INTTRA, GT Nexus, Cargo Smart)
3. Web Entry (this option is subject to each country’s local availability) http://vgm.kline.com
Q. How to check Tare weight?

1. On the container “CSC plate”
2. On line inquiry – Tare Lookup
   http://vgm.kline.com/#/tare

3. As part of Global Container Tracking (this option is subject to each country’s local availability)
   http://ecom.kline.com/tracking
Q. VGM change?

We will use the last VGM received prior to the VGM submission cutoff as the final/accurate VGM.

Q. Can shipper weigh at the terminal?

Depends on situation at each terminal.

* If you have any questions, please feel free to contact our local representative.
World Shipping Council

(WSC Guideline)
http://www.worldshipping.org/industry-issues/safety/cargo-weight

(WSC FAQs)
http://www.worldshipping.org/industry-issues/safety/faqs/

(Regional Implementation Information)
Thank you