

**SEA LOGISTICS**12th May, 2016**VGM / SOLAS Process Guideline for Hong Kong**

Kuehne + Nagel would like to share an update to Hong Kong customers regarding the International Maritime Organization's new container weighing SOLAS regulations. From 1st July, 2016 onwards the verified gross mass (VGM) of any packed container must be declared prior to stowage on board a vessel. Container Loading is prohibited by regulations if no VGM can be provided. This update follows an advisory published on 1st February, 2016 which may be [downloaded here](#).

Overall Introduction

The amendment to SOLAS Chapter VI, Regulation 2 regarding the verified gross mass of a container carrying cargo (packed container) was adopted at the 94th MSC session in November 2014 for entry into force globally on 1st July, 2016

This amendment requires mandatory verification of the gross mass of a container prior to loading on the vessels to which SOLAS Chapter VI applies. Although some exemptions are included (for roll-on/roll-off vessels amongst others), the vast majority of containers loaded for export will fall under this new regulation. "Guidelines on the Verification of Gross Mass of a Container with Cargo Packed in Hong Kong" can be found and reviewed as follows:

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_guidelines.pdf

The regulation provides 2 methods for verification of gross mass of a packed container.

Method 1

Upon the conclusion of packing and sealing a container, the shipper may arrange weighing of the packed container by using a weighing scale approved by Marine Department. The Master or his representative and the terminal operator shall be provided with the verified container's gross mass figure used in the ship stowage plan sufficiently in advance, in accordance with arrangements agreed among the carrier, shipper and terminal operator. For a container weighed by the approved weighing scale, the shipper requires to have a weighing document showing the weighing scale's authorization number, the name of weighing scale operator, the date of weighing, the container number and the seal number with signature of the weighing scale operating staff and company stamp .



Following sample of weighing document :

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_wd.pdf

Following list of approved weighing scales :

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_ws.pdf

For any local weighing scale operator who is interested in getting the authorization, please click [here](#) for the procedures of application. The application is free of charge. The approved weighing scale operator has to schedule an annual calibration within 12 months of the previous calibration. The calibration proof shall be issued by Registered Professional Engineer (Mechanical or Marine and Naval Architecture discipline).

Method 2

The shipper may weigh all the package and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container, and add the tare mass of the container to the sum of the single mass using a method certified by Marine Department. In other words, the shipper opting for method 2 shall submit the application of registration before employing this method for gross mass verification.

The shipper shall declare the verified gross mass obtained in the shipping document by quoting the registration number and submitted to the carrier and the terminal via carrier sufficiently in advance.

Following application form of shipper's registration :

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_reg.pdf

If the application is successful, the company name of the applicant, contact details and registration number will be published in the Marine Department's webpage . The entire application, registration, web publication and the compliance audit are free of charge. Any fraudulent or concealed reporting with intention to obtain registration is an offence. Marine Department will initiate prosecution and revoke the registration once confirmed.

Marine Department has published guidance on how the gross mass of a packed container can be obtained by using method 2

Following supporting guide on how to handle Method 2 :

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_method2.pdf

For illustrative purposes only, samples of some documents are available [here](#). Users should, basing on their own circumstances, compile their own.

Regardless of which method applies, the shipper has to make a shipper's declaration after obtaining the

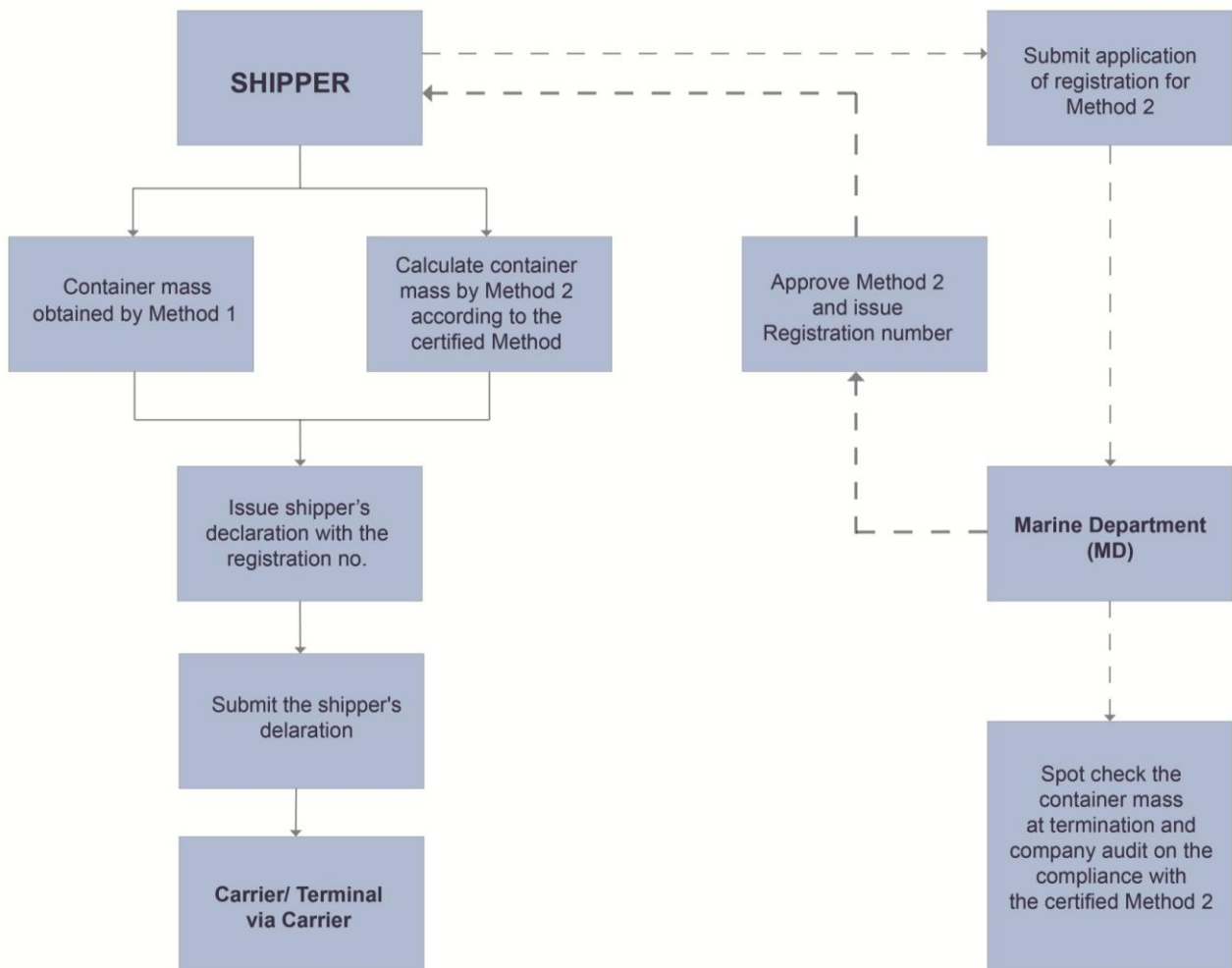


verified gross mass.

Following sample of container mass declaration :

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_declaration.pdf

Following process flow chart for Hong Kong :



* In the event of discrepancies between the Chinese and English versions, the English version shall prevail.

Kind Regards

Kuehne + Nagel Seafreight

North Asia Pacific

NOTICE: This Company is an individual member of the International Federation of Freight Forwarders Associations (FIATA). Unless otherwise agreed in writing by an officer of the Company, all transactions with the Company are subject to the FIATA Model Rules for Freight Forwarding Services as adopted by this Company (copies are available anytime from the Company upon request), which, in certain cases, exclude or limit the Company's liabilities. Generally the Company's liability for loss of or damage to goods is limited to 2 SDR per kg of the concerned goods, liability for delay is limited to the remuneration for the affected services, and liability for other type of loss is limited to SDR 10,000 for each incident. Further to those limitations the Company's liability shall in no event exceed a total annual aggregate of SDR 500,000, unless mandatory law stipulates otherwise.

**海运部**

2016 年 5 月 12 日

对香港客户关于载货集装箱重量核实流程/《国际海上人命安全公约》的指导原则

Kuehne+Nagel 在此对香港客户分享国际海事组颁布的有关《国际海上人命安全公约》集装箱称重的新规定。自 2016 年 7 月 1 日起, 所有经核实的载货集装箱实际毛量 (以下简称 VGM) 必须先于装船时间申报。根据新规定, 若无法提供经核实的总重量, 则该集装箱不予装船。该项规定遵循 2016 年 2 月 1 日所发布的公告。[此处下载](#)。

总体介绍

《国际海上人命安全公约》第六章, 第 2 条对载货 (集装箱) 总重量核实的修正案于 2014 年 11 月第 94 届 MSC 会议中正式通过, 并于 2016 年 7 月 1 日在全球生效。

这项修正案是基于《国际海上人命安全公约》第六章的要求, 船舶于装货前必须对载货集装箱总重量作出强制验证。该规定不排除个别例外情况 (滚装式集装箱船), 但绝大多数出口集装箱须严格遵守这项新规定。如下所示香港载货集装箱总重量的验证方法的指导原则

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_guidelines.pdf

该条例提供了 2 种对载货集装箱总重量的验证方法。

方法一

在最终完成集装箱的装箱和封箱时, 托运人可安排使用由海事处认可的称重设施进行称重。托运人应根据承运人, 托运人和码头营运公司之间的商定安排, 提前向船长或其代表和码头营运公司提供经验证的载货集装箱总重量以供船舶装载计划之用。当使用已认证的称重设施对集装箱进行称重时, 托运人须提交一份称重文件, 文件须例明称重设施的注册编号, 称重操作人员的名字, 称重日期, 集装箱号码, 封条号码, 称重操作人员的签名及公司盖章。

如下所示称重文件样本

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_wd.pdf

如下所示已认证的称重设备

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_ws.pdf



若任何当地称重设备运营商有兴趣注册并想获得授权，请点击[这里](#)申请手续。该申请费用是全免的。经批准的称重操作设施须在上一次校准后的 12 个月内安排年度校准。校准证明应由注册专业工程师（机械或海事和海军建筑专业）签发。

方法二

托运人可以按照海事处批准的认可程序对集装箱和货物进行称重，包括集装箱内的底盘，衬垫和其他紧固物料，也包括集装箱自身的重量，然后将所有重量加总。如选择了方法二，托运人须事先提交集装箱的总质量验证程序至海事处方并获处批准方可采用。

托运人须引述运输文件内的注册编号并为文件的载货集装箱总重量资料作出声明，提前于充分时间内将运输文件给予承运人和码头营运公司。

如下所示托运人注册申请文件样本

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_req.pdf

如果申请成功，申请人的公司名称，联系方式和注册编号将在海事处的网页上予以公布。整个申请，注册，网络出版和合规性审核都是免费的。任何利用欺诈或隐瞒申报意图获得成功注册的行为，皆属违法。海事处会提出检控并取消已确认的登记。

海事处已就如何通过使用方法二 对集装箱总重量的核实发出指南。

如下所示如何通过使用方法二对集装箱总重量的验证的指南

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_method2.pdf

For illustrative purposes only, samples of some documents are available [here](#). Users should, basing on their own circumstances, compile their own.

Regardless of which method applies, the shipper has to make a shipper's declaration after obtaining the verified gross mass.

仅出于说明目的，请点击[这里](#)浏览样本文档。用户可根据本身的情况选取适当使用。

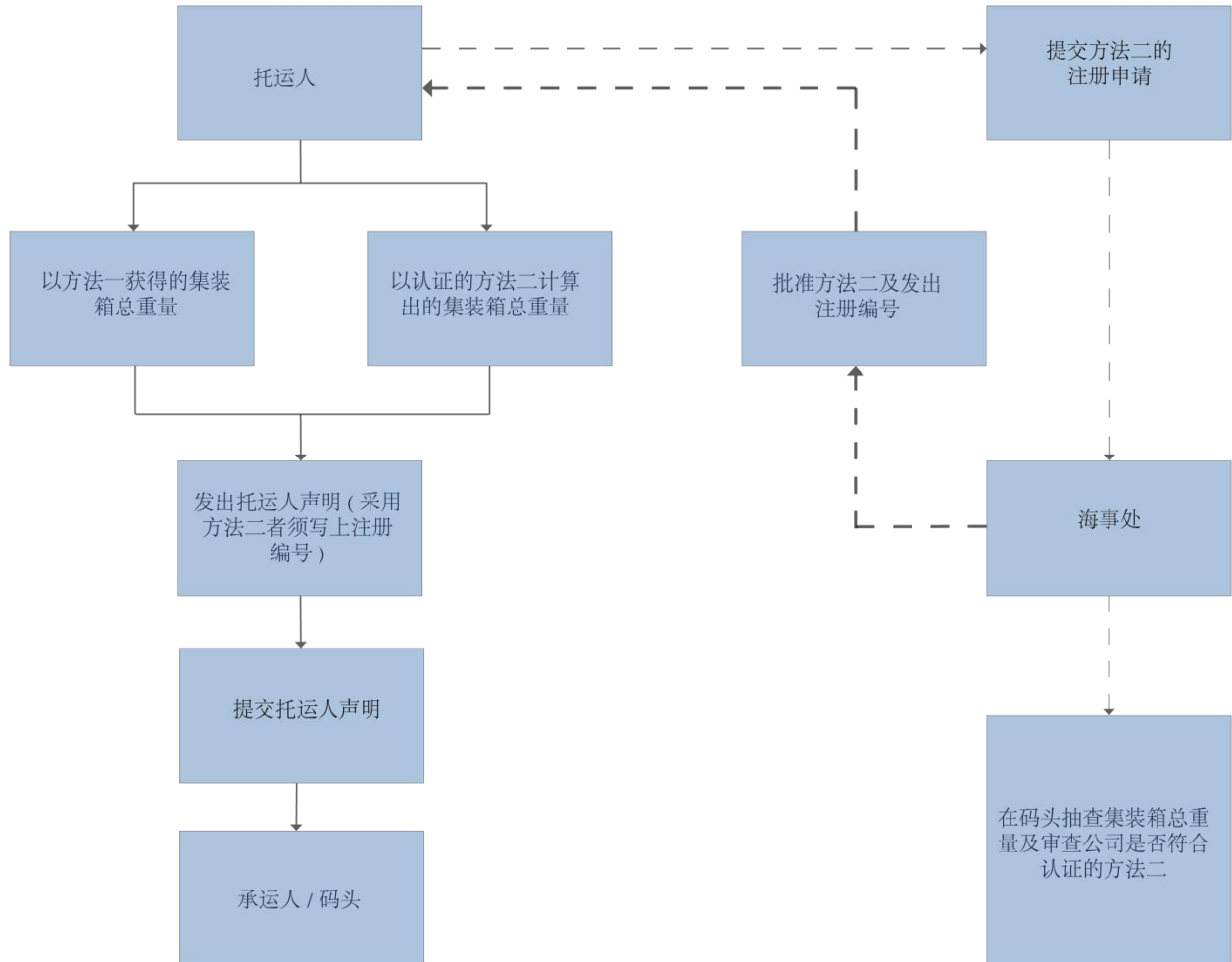
无论使用哪一种方法，托运人必须为载货集装箱总重量资料作出托运人声明。

如下所示集装箱总重量声明文件样本

http://www.mardep.gov.hk/en/pub_services/ocean/pdf/miss_vgm_declaration.pdf



如下所示货集装箱总重量核实流程图



* 中英版本如有歧义，请以英文版为准。

商祺

Kuehne + Nagel 海运部

北亚区