

**SEA LOGISTICS**3<sup>rd</sup> Jun 2016**VGM / SOLAS Process Guideline for Taiwan**

Kuehne + Nagel would like to share an update to Taiwan customers regarding the International Maritime Organization's new container weighing SOLAS regulations. From 1<sup>st</sup> 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.

**SOLAS Requirements**

- The shipper (listed as shipper in the bill of lading or sea waybill) is responsible for providing the VGM to the carrier by the VGM cut-off date.
- The VGM consists of cargo weight including packaging and dunnage (securing) materials and tare weight of container.
- The Data to be provided to the carrier consists of the VGM and the shipper's (Individual's) authorized signature (can be electronic).
- Carriers WILL NOT LOAD containers without having VGM
- There are two methodologies for calculating the VGM:
  1. Upon the conclusion of packing and sealing a container, the shipper may weigh the packed container by using a calibrated and certified weighing scale.
  2. Weigh all packages, packaging and dunnage material and add the tare weight of the container

**Guidelines in Taiwan, by Maritime and Port Bureau, MOTC**

The official "Guidelines Regarding implementation of The Verified Gross Mass of a Container in Taiwan" can be found on MOTC website: [click here>>](#)

**Key Points:**

- The scale, weighbridge, lifting equipment and other devices used to verify the gross mass of the container should meet the applicable accuracy standards and requirements by the Bureau of Standards, Metrology and Inspection (BSMI) M.O.E.A. in which the equipment is being used.



- The shipper may arrange for the terminal to use a calibrated and certified weighing equipment to obtain gross mass if the shipper fails to provide the VGM before the container arrives at the terminal gate.
- Any discrepancy between a verified gross mass of a packed container obtained prior to the container's delivery to the port terminal facility and a verified gross mass of that container obtained by that port facility's weighing of the container should be resolved by use of the latter verified gross mass obtained by the port terminal facility.

### Preparing for the SOLAS container weight verification requirement

#### How will Kuehne + Nagel implement the SOLAS Verified Gross Mass Regulation which becomes effective July 1<sup>st</sup>, 2016?

As your freight forwarder, Kuehne + Nagel will require the following information to meet the new SOLAS regulation and provide Container Verified Gross Mass (VGM) to vessel and terminal operators sufficiently in advance of loading.

Without VGM, ocean carriers will be forced to turn away containers from being loaded on board vessels, which will delay your shipments. The required data elements that customers will need to provide to Kuehne + Nagel are:

- Verified Gross Mass (VGM) per container (cargo weight, loading material/pallets/skids, dunnage, securing material, tare weight of container)
- Signature (name in capital letters for EDI) of person authorized by shipper and company details
- Additional information and/or documents, if any are required by Maritime and Port Bureau, MOTC.

Kuehne + Nagel's VGM cut-off time may vary and will be communicated separately by our customer service representatives. Therefore, Kuehne + Nagel will provide the VGM cut-off for declaring a VGM at the time of Booking Confirmation.

#### Documentation Solution:

To simplify the VGM procedure and provide customers with the best support, Kuehne + Nagel is implementing various system enhancements and processes to ensure a seamless interaction through various communication channels and solutions available globally:

- Your Booking Confirmation Document will show a QR Code and a URL for your easy access to Kuehne + Nagel's new VGM portal. There will be able to manage and submit the VGM required information (including dates and other data required for record keeping and shipment identification) to Kuehne + Nagel.



- Existing EDI connections between you and Kuehne + Nagel can be modified to support the VGM required information.
- Signed manual submission of VGM Declaration Form via e-mail, containing the Kuehne + Nagel shipment & reference number, container number and VGM required information.

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

Kind Regards

**Kuehne + Nagel Seafreight**

North Asia Pacific



海運部

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### 對台灣客戶關於載貨貨櫃總重驗證 / 《國際海上人命安全公約》的指導原則

台灣德信在此對台灣客戶分享國際海事組織頒布的有關《國際海上人命安全公約》載貨貨櫃總重驗證的新規定。從 2016 年 7 月 1 日起，所有經過驗證的載貨貨櫃總重(以下簡稱 VGM)必須先於裝船時間之前申報供船運裝載計畫時使用。根據新規定，若無法提供經過驗證的載貨貨櫃總重，則該貨櫃不應裝載上船。

#### 《國際海上人命安全公約》規定

- 託運人(係指提單或海運單上的託運人)負責在 VGM 截止日期之前提供 VGM 給航運公司。
- 驗證總重(VGM)係指貨櫃的空重以及所有包裝件和貨品，包括裝入貨櫃的棧板、貨墊和其他包裝和繫固設備的合計重量
- 申報給航運公司的驗證總重(VGM)資料都應由託運人正式授權的人簽名 (可以是電子簽名)。
- 航運公司不會裝載未提供驗證總重的貨櫃上船。
- 載貨貨櫃總重驗證總重的兩種方法:
  1. 使用經校準和認證的設備，在出口貨櫃裝貨作業完畢，鉛封鎖上時對貨櫃進行稱重。
  2. 可以稱重所有包裝件和貨品，包括裝入貨櫃的棧板、貨墊和其他包裝和繫固設備的重量，再加上貨櫃的皮重，得到的總重量就是需要的驗證總重。

#### 由交通部航港局所頒佈的指導原則

『我國實施載貨貨櫃總重驗證指導原則』可以從航港局網站下載公告: [點此處下載>>](#)

#### 實施要點:

- 載貨貨櫃驗證總重所使用的衡器應符合經濟部標準檢驗局訂定之『衡器檢定檢檢查技術規範』。
- 若託運人於進港區後仍未提供驗證總重，可安排櫃場採用經校準和認證的設備過磅獲得櫃重，產出驗證的總重。
- 載貨貨櫃總重在其交付給港口碼頭設施之前所獲得的驗證總重與碼頭設施過磅該貨櫃所獲得的該貨櫃驗證總重之間的任何差異應以港口碼頭設施獲得的後一驗證總重為主。



### 實施載貨貨櫃總重驗證 / 《國際海上人命安全公約》規定的準備工作

#### 台灣德信如何實施2016年7月1日生效的 載貨貨櫃總重 / 《國際海上人命安全公約》規定？

台灣德信作為你的海運承運公司將需要以下資訊，以滿足〈國際海上人命安全公約〉新規，並提前足夠的時間向船長及其港口碼頭設施代表，提供載貨貨櫃驗證總重。

航運公司將被迫拒絕裝載未提供驗證總重的貨櫃上船，因此會延誤您的貨櫃出口。客戶提供給德信的載貨貨櫃驗證總重資料應包含：

- 個別驗證總重(VGM) (貨重、包裝重量和襯墊材料重量在加上貨櫃皮重)。
- 由經託運人正式授權的人員簽名(電子資料傳輸以英文大寫字母的形式)。
- 其他交通部航港局所要求的資訊或文件。

VGM 截止時間可能依情況調整，我們的客戶服務代表將另行通知並在訂艙確認單中載明 VGM 截止時間。

#### 所需文件:

為簡化 VGM 程序，為客戶提供最好的支持，德信正在強化多種系統功能和進程，通過多種交流渠道以及在全球範圍內提供解決方案來確保信息的無縫對接：

- 您可掃描“訂艙確認書”上的二維碼，和網址連結毫不費力地進入德信的 VGM 門戶網站。在系統內您可以管理並提交德信 所需資訊（包括日期和和其他用於存檔及裝運標識數據）。
- 可修改貴公司和德信現有的電子資料傳輸連接(EDI)方式以便支援所需的 VGM 資訊。
- 已簽字的 VGM 申報書以電子郵件方式提交，該申報書包含德信在訂艙書中載明的裝運參考編號、貨櫃號以及 VGM 所需資訊。

\* 中英版本如有歧義，請以英文版為準。.

商祺

**Kuehne + Nagel 海運部**

北亞區