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194, Yulgok-ro Jongno-gu, Seoul, 03127, Korea

Hyundai Merchant Marine

◆ Verified Gross Mass (VGM) in HMM Process

July 1st HMM VGM

[Report]

Global CS Team / HMM

Updated on February 5, 2016



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< Update History >

Parts of update are marked as 

- ✓ Feb. 3rd 2016 - First edition published
- ✓ Feb. 5th 2016 - page 8 (National preparation ~) newly inserted



◆ Introduction of Verified Gross Mass in HMM Process

1. Background

MSC NAPOLI IN 2007 : A major incident at sea caused by many overweight containers

This was the actual starting point for discussing stricter rules on container weight declaration



HUSKY RACER ON Oct. 2 2009 : container feeder Vsl at Bremerhaven, heavy rolling of the ship occurred, when discharge from deck in outside position started



Smaller incidents with overweight containers happen to often in daily port operations work around the world.





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Those accidents incurred many discussions worldwide and IMO got interested in preventing the recurrence of them.

2. IMO Guidelines Regarding The Verified Gross Mass of a Container Carrying Cargo (SOLAS chapter VI, part A, regulation 2)

In the long run, the IMO's Maritime Safety Committee (MSC) at its 93rd session (May 2014) approved and (November 2014) adopted changes to the safety of Life at Sea (SOLAS) convention regarding a mandatory container weight verification requirement on shippers

The SOLAS Convention has been ratified by 162 contracting countries.
SOLAS represents 99% of the tonnage of the global merchant fleet.

The SOLAS Convention is Binding International Law even without extra National Legislation.

The SOLAS amendments become **effective on 1 July 2016**.

3. Business requirements of the IMO Guidelines (for the SOLAS amendments)

In this part, **letters in red** mean keywords, which may convert EDI composition in the end.

IMO guidelines shipping industry should comply with are as follows :

The **Shipper is responsible** for providing a Verified Gross Mass (VGM) for each full container.

He may decide between two methods : 1) to weigh the packed container or 2) to add the weight of all cargo items plus the weight of the packing material plus the tare weight of the container.

The VGM can only be ascertained for a completely **packed container**

The shipper may **delegate** the actual procedure of ascertaining the VGM to a **3rd party**, for example a weighing facility at an inland depot or at a terminal. This does not release the shipper from his responsibility according to 1 above

The terminal **must not load** a packed container on a SOLAS ocean vessel as long as it is not in possession of its VGM



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The **vessel command** must not accept a packed container on board until they have been informed about its VGM

The VGM is part of shipping documents. Besides the weight itself, the **name of the responsible person authorized by** the Shipper must be contained

A container status may change from "VGM not available" to "VGM available"

An existing VGM may be revised by means of EDI messages

EDI messages must be able to distinguish "VGM" and "gross mass without verification".

The typical reporting chains is : Shipper --> Carrier --> Terminal --> Vessel
but different variants are possible.

All above business requirements will be feeding into 'VGM in HMM Process', which will be constantly adjusted and modified until July 1st 2016.

*** Additional information can be found on : <http://www.worldshipping.org/industry-issues/safety/cargo-weight>**

**** a Source from UN/CEFACT Forum in Marseille Nov. 3rd 2016 / Web Upload of WSC**



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◆ FAQ for Verified Gross Mass in HMM Process

1. When will shipper transmit VGM to HMM via preferred method ?

VGM Cutoff to be set 1 Day Prior to Cargo Receiving Cutoff for manual VGM and noon the day of for EDI VGM, which is usually between Booking and SI.

Nonetheless, industrial agreement as per regions could be applied differently.

2. Which EDI format will be used for VGM ?

VERMAS created for this function, All EDIFACT messages (COPRAR,BAPLIE,MOVINS etc.) , however, have also been modified to include VGM field

3. Can any cargoes be loaded without VGM ?

"No VGM/No Load" will be inserted in Documentation reconciliation as "No Docs/No load"

4. Will electronic VGM be contained into e-Booking or e-Shipping Instruction ?

No, electronic VGM will have its own EDI format on a VERMAS basis

5. Does weight difference get interpreted by HMM there will be some type of percentage fluctuation due to conditions of the product and/or the container (size/type) ?

To be updated

6. Shipper needs to provide written weight certification to HMM on the gross mass of every container delivered to the terminals to load for export ?

Only in limited countries, most likely, electronic submission with the name in capitals would be okay

7. At what time is the load rejected back to the shipper?

No rejection, if only VGM is submitted to HMM, but it should be submitted as per when in above Q.1



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- 8. The equipment that is used to calibrate and certified equipment used to weigh utilizing any of the two methods, is said to meet the standards and requirements of the state what does the shipper do if there is no State program to do so with equipment used?**

Compliant weighing device in the state would be OK.

- 9. Per IMO guidelines, any fuel should be subtracted. Fuel weight willl change from say scales to the port facilities scales due to the burning off of the fuel. Is there discussion for a variable weight difference to be accepted?**

To be updated

- 10. Does HMM know if there are going to be terminal operators who will provide the weighing of the containers as a fee paid service to meet the SOLAS conditions?**

To be updated

11. Others

To be added



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◆ National preparation for Verified Gross Mass in HMM Process

1. Do they have any official governmental (agency) literature yet ?
2. What is the policy of the terminal in regard to whether they will permit entry past in-gate without VGM ?
3. Does the Terminal have plans extend their own Terminal Computer System to include eVGM as 'another' channel to which a Shipper may post the data ?
4. Have the government (agency) issued a weight tolerance % yet ?
5. Have the government (agency) issued a scale of fines yet ?

Nation	Government Guidelines	Terminal (In-Gate)	Terminal (EDI)	Tolerance	Fines	Remarks
GER	X	X	O	X	X	Dakosy Testing EDI Links
GBR	O	O	X	5%		DP World SOU & LGW confirmed In-Gate Weighing-everything mandatory weighed
HFR	O	X	O	5%		EDI provided by Customs
NET				5%		
BEL						
HIT						
SWB				2-10%	€ 17,000	
NOB						
HRU						
ASR						
CZR						
DKA				0.5%		
EGT						
FIA						
HGR						
PLD				2%		
SPI						
SWI						
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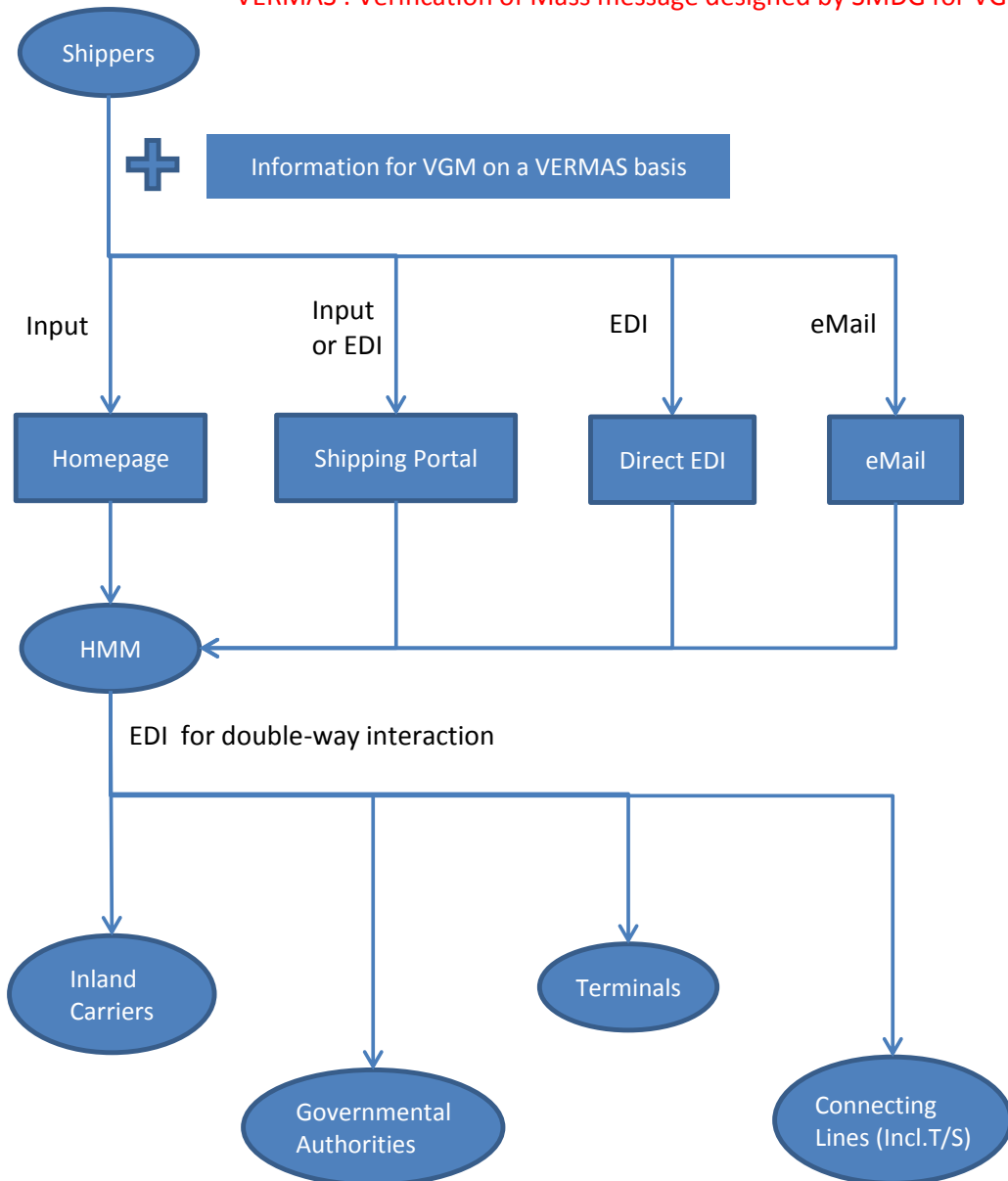
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◆ Verified Gross Mass in HMM Process (Master)

* VERMAS : Verification of Mass message designed by SMDG for VGM





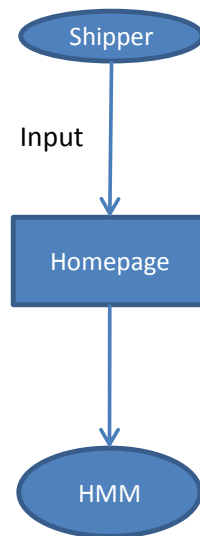
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◆ Verified Gross Mass in HMM Process (Homepage)



< For Example >

*Booking Number	*Container Number	*Verified Gross Mass
<i>Enter Number..</i>	<i>Enter Number..</i>	<i>Enter Weight.. [KGS/LBS]</i>
Approval Signature	Approval Date	Weight Determination Date
<i>Enter name in capitals..</i>	<i>Choose Date..</i>	<i>Choose Date..</i>



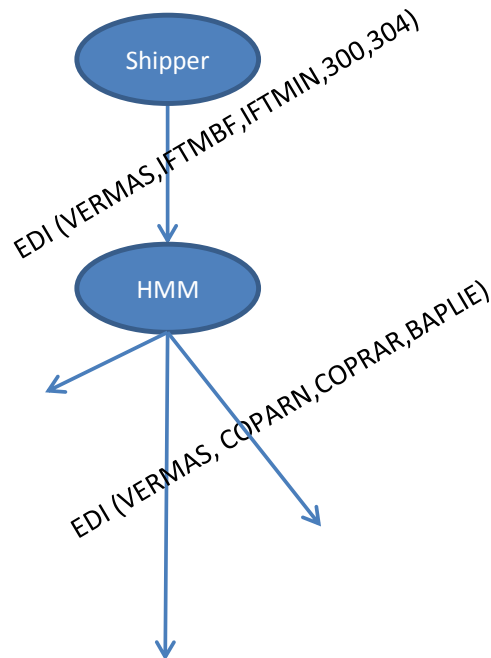
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◆ Verified Gross Mass in HMM Process (EDI)



< For Example >

[VERMAS] from EDIFACT

MIG	Pos.	Seg.	Directory	Group
Usage	No.	ID	Usage	Max.Use Repeat
O	00010	UNH	Message Header	C 1
O	00020	BGM	Beginning of Message	C 1
O	00030	DTM	Date/Time/Period	C 1
O	00040		Segment Group 1: RFF-DTM	C 9
M	00050	REF	Reference	M 1
O	00060	DTM	Date/Time/Period	C 1
			Segment Group 2 : NAD-SG3	C 9
O	00070	NAD	Name and Address	M 1
M	00080		Segment Group 3 : CTA-COM	C 9
O	00090	CTA	Contact Information	M 1
M	00100	CTM	Communication Contact	C 9

or [EDI300] from ANSI



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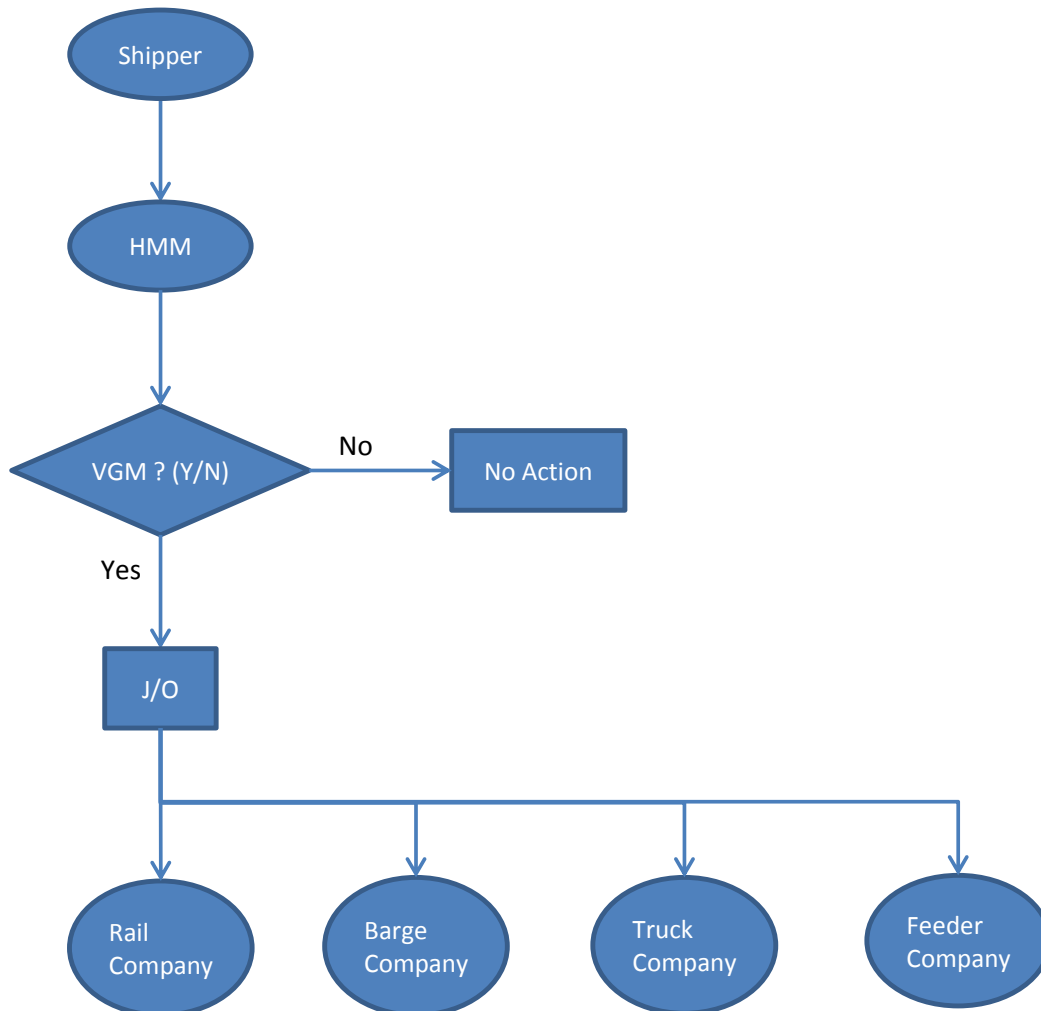
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◆ Verified Gross Mass in HMM Process (Inland Carriers)

< No VGM, No Load Assumption >





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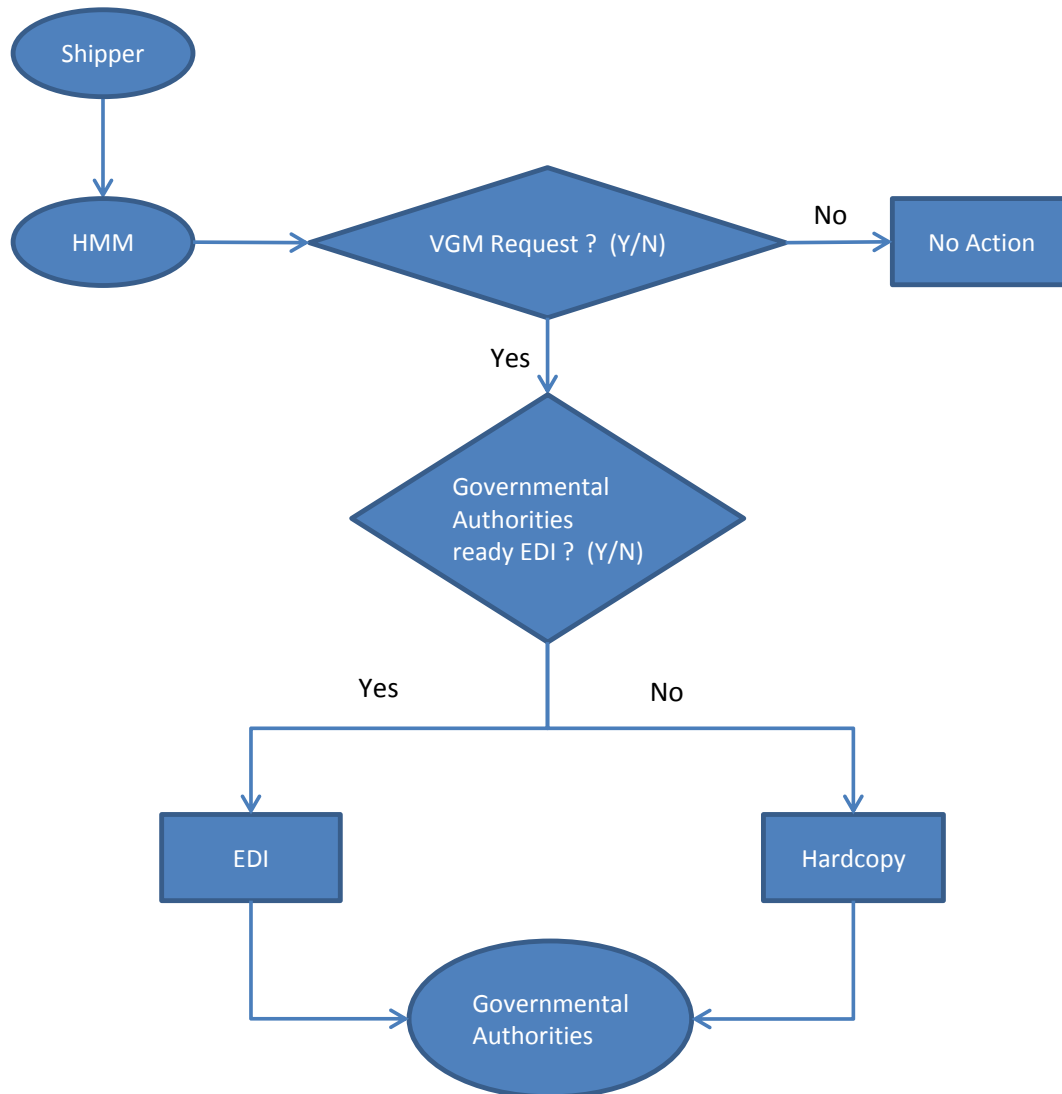
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◆ Verified Gross Mass in HMM Process (Governmental Authorities)

< Depend on national status >





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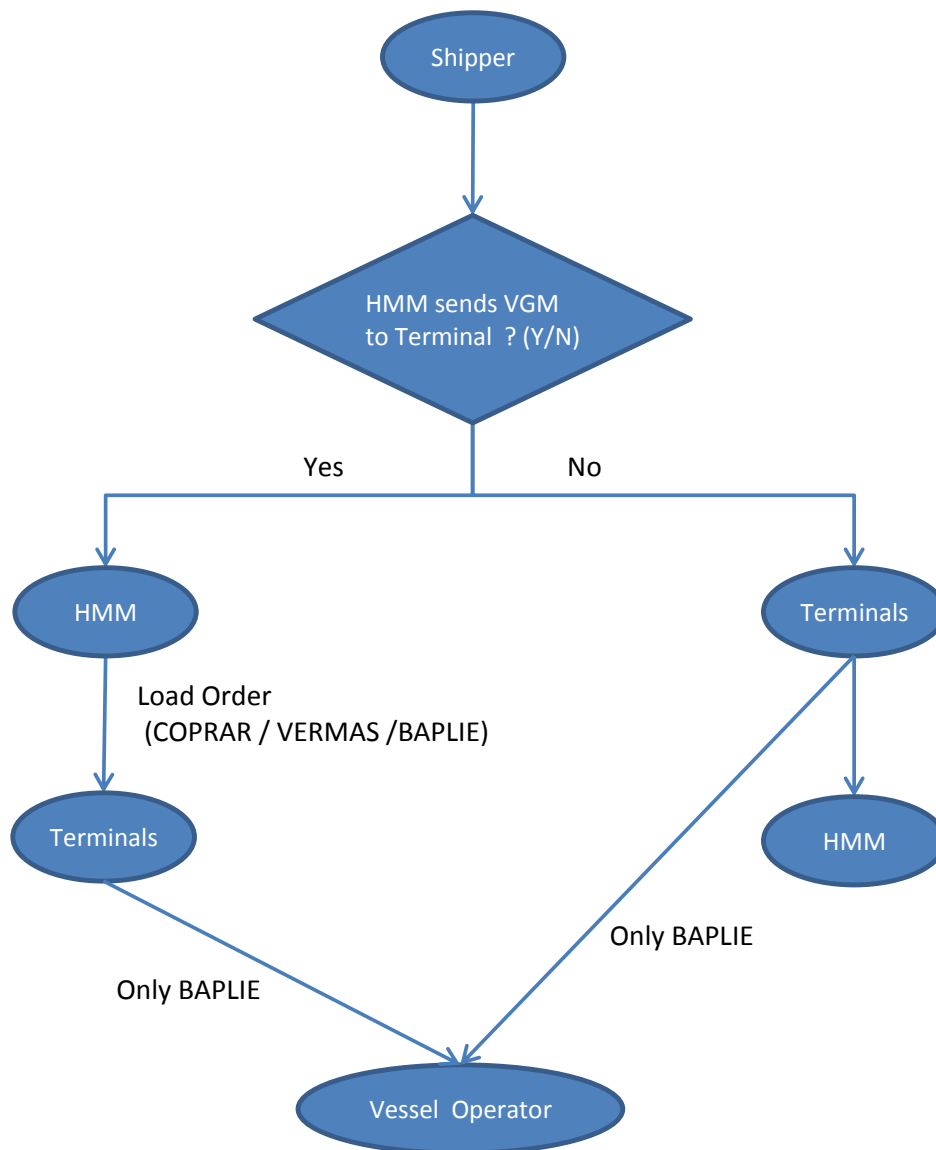
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< Depends on Lines >

