



## New Solas Requirement as of July 1<sup>st</sup>

The International Maritime Organization (IMO) has amended the Safety of Life at Sea Convention (SOLAS) to require that each container which is to be loaded onto a ship for export must have a verified weight.

The Shipper is responsible for the verification of the packed container's weight which ASL shall adopt as Verified Gross Mass (VGM).

### **When is SOLAS VGM legally applicable?**

It is legally binding for all cargo delivered for carriage effective **July 1st, 2016**.

### **How will ASL control the SOLAS VGM requirements?**

For cargo delivered for carriage as FCL, ASL or our appointed agent shall hold the Shipper responsible for the verification of the **packed container's weight (VGM)** and required Shippers Declaration.

For cargo delivered for carriage as LCL, ASL or our appointed agent shall hold the Shipper responsible for the verification of **gross cargo weight (GCW)** and required Shippers Declaration.

### **How can a Shipper calculate SOLAS VGM?**

For cargo delivered for carriage as FCL, all cargo considered to be Gross Cargo Weight (GCW) including all packaging must be added to the weight of the container tare weight.

For cargo delivered for carriage as LCL, all cargo considered to be Gross Cargo Weight (GCW) including all packaging must be declared. The consolidator shall add this to the weight of the container tare weight.

**CALCULATION: GCW + TARE = VGM**

### **How to complete the Shipper's Declaration for SOLAS VGM:**

In both scenarios, the Commercial Documents presented by the Shipper must contain the respective VGM (FCL) or GCW (LCL) in addition to a signature from a duly authorized individual to verify the weight of the cargo being shipped.

**What happens if the VGM (FCL) or GCW (LCL) is not correctly declared?**

In case there is a) no declaration or b) an incorrect calculation, the cargo will have a **no load** status. Any and all costs incurred for the delay of cargo movement, including but not limited to storage, port fees, customs penalties and weighing fees, will be on the expense of the cargo and the sole responsibility of the Shipper.

**What happens if the Shipper has not got the facility to do the verification required for SOLAS VGM?**

If the Shipper cannot complete the Shipper's Declaration required for SOLAS VGM, it is their responsibility to engage ASL or our appointed agent office at origin to supply a weight certificate from a nationally approved vendor that meets IMO standards as an additional service with an applicable fee. This is applicable to both FCL and LCL movements.

Should you have any questions, please do not hesitate to contact us.