



SOLAS – Verified Gross Mass of Packed Containers Policy

VGM is the verified combined weight of a container's tare weight plus the weight of cargo, packages, pallets, dunnage and other securing material laden therein. "Verified" means that the shipper cannot estimate the joint weight. The shipper has a responsibility to actually weigh the packed container (method 1) or to calculate the joint weight by adding the weight of the cargo and other contents to the container's tare weight (method 2).

The shipper is responsible for providing the verified weight by stating it in the shipping documents to the master or his representative and to the terminal representative sufficiently in advance to be used in the preparation of the ship stowage plan.

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 (see paragraph 2.1.12 of the Guidelines regarding the verified gross mass of a container carrying cargo (MSC.1/Circ.1475)).

"Rogers Transport can assist in obtaining the VGM, but is NOT responsible for providing the VGM".

How can parties report the VGM?

In Australia, 1-Stop's PRA is the accepted standard export shipping documentation to the terminal representative. Thus, reporting the VGM to the terminal representative is to be done through the PRA.

What is a PRA?

PRA stands for Pre-Receipt Advice, and is the electronic message that is sent from the exporter, passing through and validated by 1-Stop, to the stevedores (terminals). The PRA message contains vital information relating the goods that are about to be exported, and the container information that the goods are carried in. All export containers must first have an PRA accepted by the terminal before the container can be delivered.

When must the VGM be submitted?

The VGM must be provided to the terminal, prior to container's delivery to the load terminal.

What are the consequences if no VGM is provided before above deadline?

The container will not be loaded and shall remain at the terminal for risk and expense of the shipper. The shipper shall be responsible for dead freight, demurrage, storage and any costs/fines/penalties whatsoever arising there from. "Rogers Transport will not be held responsible for any such charges".

Conclusion

Shippers of packed containers must ensure timely and accurate provision of VGM to the terminal in order to avoid any disruption in the safe transportation of containers in compliance with the compulsory SOLAS requirements.

Gary Rogers

Managing Director

Rogers Transport

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