

Mandatory Verification of the gross mass of a packed container from 1 July 2016

From 1 July 2016 the International Maritime Organisation (IMO) will implement revisions to the Safety of Life at Sea (SOLAS) convention. The changes to the SOLAS convention will require shippers to provide 'Verified Gross Mass' (VGM) of a container before it can be loaded on-board a vessel.

Patrick Container Terminals welcomes the new SOLAS regulation which will assist in promoting Safety across our terminals for our employees, customers and communities.

No container will be shipped without a Verified Gross Mass (VGM) validated prior to arrival at the terminal as part of the Pre-receival Advice (PRA) process.

PRA's are conducted through 1-stop, more details on how to PRA a container can be found here: <https://www.1-stop.biz/news/the-vgm-and-what-it-means-for-you/>

To ensure full compliance from 1st July 2016, 1-Stop will enforce the inclusion of the VGM in the PRA from *Wednesday 22nd June 2016*.

Who is responsible for providing the VGM?

The shipper is responsible for obtaining, documenting and providing the verified gross mass of a packed container, this could be monitored by the relevant regulatory authority.

Patrick's response to the new SOLAS regulations

Patrick has been working closely with 1-stop in Australia to develop additional mandatory fields to the PRA process to ensure the information being captured from the Shipper is accurate and supports the requirements from the regulator. There are 2 methods a shipper can use to provide a VGM of a Container;

- Method 1 – Weigh the loaded container; or
- Method 2 – Weigh all contents of the container and add it to the tare weight

Exports:

Once a PRA has been submitted, the existing verification process will still be undertaken, including verification of the new mandatory fields. If any of the mandatory fields are missing information or cannot be verified then the PRA will be rejected.

Shippers can alter the PRA prior to arrival at the terminal however the PRA must be re-submitted with the Verified Gross Mass weight.

Patrick Container Terminals will not amend any container weights. If a shipper wishes to amend a weight after the container has been received at the terminal, the container will be placed on 'hold' and moved into storage. The container must then be taken out of the terminal via B959 Customs Release process, and a new PRA is to be submitted with the new VGM.

Break-Bulk

Break Bulk cargo, also has to be PRA'd and verification will be undertaken as for any other export cargo.

Empty Containers

The empty container weight code table in 1-Stop will be altered to reflect an accurate weight for the particular ISO code types i.e. 20'GP, 40'HC, 40'RQ etc.

Tran-shipments

All countries fall under the IMO SOLAS Regulations. All transhipments will be taken as verified at the point of Origin with the original weights declared at the Port of Load deemed as the verified weights for transhipment containers.

Imports:

Patrick Terminals will not amend any verified gross mass. Weights declared at the Port of Load as reflected on the inbound EDI bayplan will be deemed as the verified gross mass.

For further information:

- Regulatory Compliance: contact your local AMSA office.
- Patrick Representative: Adam O'Keeffe
Customer Service Delivery Manager
a.okeeffe@patrick.com.au
+61 3 9248 7451