



COMANDO GENERALE DEL CORPO DELLE CAPITANERIE DI PORTO – GUARDIA COSTIERA

REPARTO SICUREZZA DELLA NAVIGAZIONE

VGM

VERIFIED GROSS MASS

REGOLA VI/2 SOLAS '74 COME EMENDATA



Roma, 14 giugno 2016

SINISTRI

MARITTIMI



M/V P&O NEDLLOYD GENOVA



Remaining containers in bay 34

Event occurred during
North Atlantic passage on
date **January, 27 2006**:

CAUSE OF THE ACCIDENT

**No mechanism existed for verifying
declared container weights**

M/V MSC NAPOLI



Event occurred during English Channel passage on date **January, 18 2007**

CAUSE OF THE ACCIDENT

About **660 containers stowed on deck, which had remained dry, were also weighed.** The weights of **137 (20%) of these containers were more than 3 tonnes different from their declared weights.**

The largest **single difference was 20 tonnes**, and the total weight of the 137 containers was **312 tonnes heavier than on the cargo manifest.**

M/V ANGELN

Event occurred after departure from St.Lucia on date
February, 21st 2010



CAUSE OF THE ACCIDENT

The cell position as well as the actual **weight of this cargo lot is partly known only because of lacking detailed cargo information and records.**

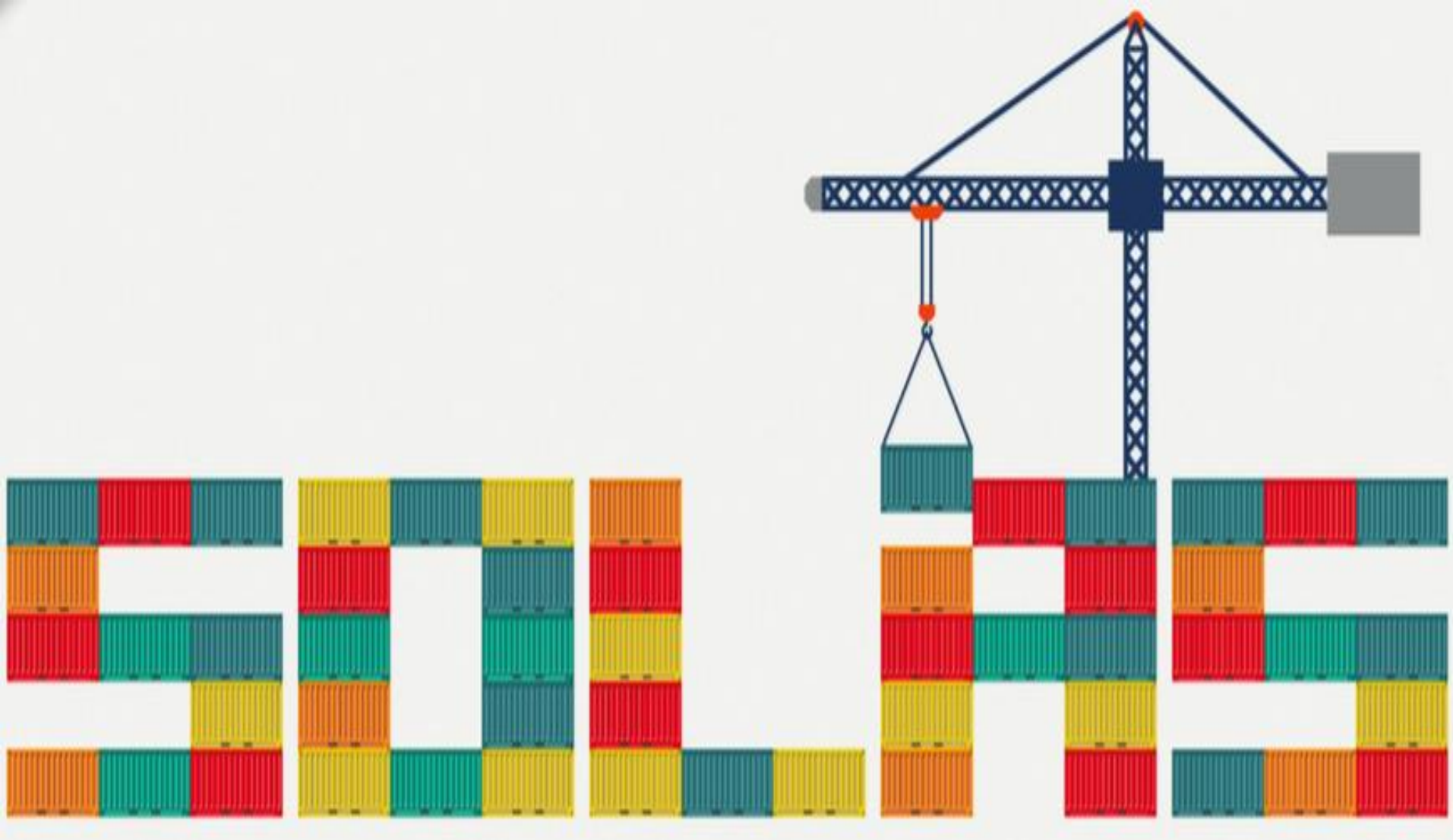
M/V MOL CONFORT



Event occurred during passage in Indian Ocean on date **June, 17th 2013**.

CAUSE OF THE ACCIDENT

The introduction of SOLAS amendments to introduce provisions regarding the verified gross mass of containers is welcomed as a measure intended to improve the safety of large container ships. However, the efficacy of these measures remains to be proven as the Regulations represent shipper selfdeclaration of verified gross mass as opposed to independent weighing at the terminal prior to loading on board.



REGOLA VI/2 SOLAS '74 COME EMENDATA

REGOLA VI/2 SOLAS '74 COME EMENDATA

RESOLUTION MSC.380(94) (adopted on 21 November 2014)

Regulation 2 – Cargo information

2 The following **new paragraphs 4 to 6 are added** after existing paragraph 3:

"4 In the case of cargo carried in a container, except for containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyages as defined in regulation III/3, the gross mass according to paragraph 2.1 of this regulation shall be **verified by the shipper**, either by:

- .1 weighing the packed container using calibrated and certified equipment; or
- .2 weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.

5 The shipper of a container shall ensure the verified gross mass is stated in the shipping document. The shipping document shall be:

- .1 signed by a person duly authorized by the shipper; and
- .2 submitted to the master or his representative and to the terminal representative sufficiently in advance, as required by the master or his representative, to be used in the preparation of the ship stowage plan.

6 If the shipping document, with regard to a packed container, does not provide the verified gross mass and the master or his representative and the terminal representative have not obtained the verified gross mass of the packed container, it shall not be loaded on to the ship.



PESANDO L'INTERO CONTAINER
dopo averlo caricato



PESANDO IL CONTENUTO
durante le fasi di carico del container



METHOD 1

Take a loaded container over a **weighbridge**, subtract the weight of the truck, chassis, and fuel to get the weight of the packed container.



Scales must be certified and calibrated in line with the national standards of the country where the weighing occurred and Method 2 is subject to national certification and approval.



METHOD 2

Weigh each item – including its packaging, palleting, dunnage and other packing and securing materials – going into the box.

Add that sum to the weight of the container to find the weight of the packed container.



STRUMENTI PER PESARE DEL D.D:



- 1) al Decreto Legislativo 29/12/1992, n. 517 e ss.mm.ii., ovvero
- 2) al Decreto Legislativo 02/02/2007, n. 22 e ss.mm.ii., ovvero
- 3) al R.D. 12/06/1902, n. 226 e ss.mm.ii. *“Regolamento per la fabbricazione dei pesi, delle misure e degli strumenti per pesare e per misurare”*.

Decreto Legislativo 29/12/1992, n. 517 e ss.mm.ii.

Nell'utilizzazione degli strumenti sono considerate le categorie di cui alle lettere *a)* e *b)* seguenti:

- a)* 1. determinazione della massa per le transazioni commerciali;
 2. determinazione della massa per il calcolo di un pedaggio, una tariffa, una tassa, un premio, un'ammenda, una remunerazione, un'indennità o compenso di tipo analogo;
 3. **determinazione della massa per l'applicazione di disposizioni legislative o regolamentari**; perizie giudiziarie;
 4. determinazione della massa nella prassi medica nel contesto della pesatura di pazienti per ragioni di controllo, diagnosi e cura;
 5. determinazione della massa per la fabbricazione di medicine su prescrizione in farmacia e determinazione delle masse in occasione delle analisi effettuate in laboratori medici e farmaceutici;
 6. determinazione del prezzo in funzione della massa per la vendita diretta al pubblico e la confezione di preimballaggi;
- b)* **tutte le applicazioni diverse da quelle elencate alla lettera *a)*.**

Decreto Legislativo 02/02/2007, n. 22 e ss.mm.ii.

Il presente decreto legislativo definisce i requisiti cui debbono conformarsi i dispositivi e i sistemi di cui al comma 1 ai fini della loro commercializzazione e messa in servizio **per le funzioni di misura giustificate da motivi di interesse pubblico**, sanità pubblica, sicurezza pubblica, ordine pubblico, **protezione dell'ambiente**, tutela dei consumatori, imposizione di tasse e di diritti e lealtà delle transazioni commerciali.

Danimarca

The weighing equipment must be certified in at least class IV for non-automatic weights or at least class Y(b) for automatic weights.

At the date of issue: Order no. 1143 of 15 December 2003 on metrological control provisions for non-automatic weights issued by the Danish Safety Technology Authority.

At the date of issue: Order no. 1033 of 17 October 2006 on metrological control with measuring equipment used to measure a mass ("weight") issued by the Danish Safety Technology Authority

Svezia

Dear.... The information you provide through the link below is real attractive. The described approach of how to conduct the weighing methods is also well in line with our national laws.

UK



Maritime &
Coastguard
Agency

Section A: General

- *New A6(a) See also Questions A7, A8, A9 and A10*
- *There are two directives which apply to weighing equipment*
- *Non-Automatic Weighing Instrument (NAWI) meeting the essential requirements of Directive (2009/23/EC)*
- *Automatic catchweight weighing instrument (ACWI) meeting the essential requirements of Measuring Instruments Directive (2004/22/EC).*
- *They are brought into UK law through:*
- *The Non-automatic weighing instruments Regulations 2000 SI No 3236*
- *The Measuring Instruments (Automatic Catchweighers) Regulations 2006 SI No. 1257*

Netherlands

The Netherlands' Policy

Determination of accuracy of the mass of containers

- Required accuracy method 1 or 2 is equal: this has no influence on the stability of the vessel.
- The shipper / freight forwarder should provide the verified mass as good as possible. Differences may occur
 - **Method 1**: apply certified weighing equipment (MSC circular para 2.1.2) and **EU directive 2014/31** (market of non-automatic weighing instruments)
 - **Method 2**: certified enterprises (such as AEO, ISO certified) are considered qualified to determine the mass of the container correctly. No individual method per cargo can be certified.

..... «il ministero dello Sviluppo Economico, rifacendosi a una serie di leggi nazionali sugli strumenti per pesare tra i quali un regio decreto del 1902» l'anno in cui nacque Peter Pan, Arthur Conan Doyle diventò baronetto e Giuseppe Zanardelli visitò la Basilicata su un carro di buoi, «ha reso noto che i container da noi, devono essere pesati con pese a rasa e con una tolleranza massima di 20 chili»

~~R.D. 12/06/1902, n. 226 e ss.mm.ii. "Reaolamento per la fabbricazione dei pesi e degli strumenti per pesare e per misurare".~~

Per le approvazioni di tutti gli strumenti "ante" direttive e per gli strumenti non contemplati dalle due direttive precitate tipo strumenti pesa assi o per innovazioni tecnologiche non coperte da direttive.

NAWI

Decreto Legislativo 29/12/1992, n. 517 e ss.mm.ii.



Direttiva 90/384/CEE



Direttiva 2014/31/CE

**Gli strumenti devono essere
almeno di classe III**



Direttiva 2014/31/UE



trasposta con D.Lgvo n.83/2016 del 19 maggio 2016

Fissa i requisiti essenziali che gli strumenti (di pesatura statica) devono rispettare e non entra nelle tecniche di progettazione degli strumenti stessi.

Per le tipologie di soluzioni tecniche, [la Guida Welmec 2.4 " Guide for Load Cells"](#) alla **tabella 1** di pag. 5, riporta **vari tipi di ricettori del carico** e, quindi, non solo le piattaforme (fra le quali sono incluse ANCHE e non esclusivamente le cosiddette pese a raso).

TABELLA 1: Classi di precisione

Classe	Divisione di verifica (e)	Portata minima (min)	Numero di divisioni di verifica	
			$n = \frac{\text{MAX}}{e}$	
		Valore Minimo	Valore Minimo	Valore Massimo
I	$0,001 \text{ g} \leq e$	100 e	50.000	-----
II	$0,001 \text{ g} \leq e \leq 0,005 \text{ g}$	20 e	100	100.000
	$0,1 \text{ g} \leq e$	50 e	5.000	100.000
III	$0,1 \text{ g} \leq e \leq 2 \text{ g}$	20 e	100	10.000
	$5 \text{ g} \leq e$	20 e	500	10.000
IIII	$5 \text{ g} \leq e$	10 e	100	1.000

AWI

Decreto Legislativo 02/02/2007, n. 22 e ss.mm.ii.



Direttiva 2004/22/CE



Direttiva 2014/32/CE

Gli strumenti devono essere almeno di categoria Y ed almeno con un'accuratezza di classe Y(b).



Direttiva 2014/32/UE



trasposta con D.Lgvo n.84/2016 del 19 maggio 2016

Per gli strumenti di misura a funzionamento automatico [l'All. VIII / MI-006](#), individua vari tipi di strumenti e che rientrano tra i cd “strumenti con pesatura dinamica”.

TABELLA 3

Classi di accuratezza		Divisione di verifica	Numero delle divisioni di verifica, n =	
			Max./e	
			Minimo	Massimo
XI	Y(I)	$0.001 \text{ g} \leq e$	50.000	-
XII	Y(II)	$0.001 \text{ g} < e \leq 0.05 \text{ g}$	100	100.000
		$0.1 \text{ g} \leq e$	5.000	100.000
XIII	Y(a)	$0.1 \text{ g} < e \leq 2 \text{ g}$	100	10.000
		$5 \text{ g} \leq e$	500	10.000
XIII	Y(b)	$5 \text{ g} \leq e$	100	1.000

UK

Through industry consultation the MCA have provided for two options:

- **$\pm 2\%$ above 20MT or $\pm 400\text{kgs}$ below 20MT**
- **$\pm 2\%$ above 15MT or $\pm 300\text{kgs}$ below 15MT**

DK

Method 1

The regulations contain an interim arrangement. From 1 July 2016 and one year onwards, it is possible to use weighing equipment that is not certified or which is less accurate. It must, however, be ensured that it is possible to establish the VGM at +/- one tonne from the actual weight. This can provide some flexibility.

Method 2

The calculated VGM must be as accurate as possible. If the calculated VGM deviates from the actual weight of the container, the container can be rejected in the transport chain. In case of considerable deviations, it may involve persecution. In practice, "considerable" will be interpreted as a deviation of approximately 5 per cent.

DK

Good morning Luigi,
Thanks for your mail.

Just a small clarification; **we do not accept a tolerance of 5%.**

We have informed our industry that they must do their utmost to reach the correct VGM within the existing norms as to accuracy. As to enforcement we will consider **court proceedings by variation of 5% or more.** In this respect we regard a discrepancy of 5% sufficient to prove that the shipper has not provide a proper VGM.

It will be Andreas Nordseth that takes part in the meeting on 21st April.

Kind regards,
Steen

NL

The Netherlands' Policy

Determination of accuracy of the mass of containers

- Required accuracy method 1 or 2 is equal: this has no influence on the stability of the vessel.
- The shipper / freight forwarder should provide the verified mass as good as possible. Differences may occur
 - **Method 1**: apply certified weighing equipment (MSC circular para 2.1.2) and EU directive 2014/31 (market of non-automatic weighing instruments)
 - **Method 2**: certified enterprises (such as AEO, ISO certified) are considered qualified to determine the mass of the container correctly. No individual method per cargo can be certified.
 - **Criterion is a difference of 5% of the total mass of the container with a minimum of 500 kg.**

EQUIPAGGIAMENTI DI BANCHINA

Le principali macchine operatrici atte al carico, scarico e movimentazione delle unità di carico a terra sono le seguenti e con le seguenti portate:

Carrello cavaliere (straddle carrier) – 50 tonnellate

Carrello frontale (front loader o fork lift) – 60 tonn

Carrello laterale (side loader) – 45 tonn.

Impilatore o gru semovente frontale (reach stacker) –80 tonn

Gru a portale (transtrainer) – 50 tonn

Gru di banchina:

Panamax: 40-50 tonn

Post panamax 50-65 tonn

Super post panamax 50-70 tonn

Gru mobili: 100 tonn

QUINDI.....

Considerato che le gru di banchina Postpanamax hanno una capacità di 70 tonn e le gru mobili **100 tonn**;

Considerato che

- un contenitore da 20' avrebbe un peso massimo a pieno di 27,980 tonn
- un contenitore da 40' avrebbe un peso massimo di 36,600 tonn;
- un flat da 40' una massima capacità di 49,10 tonn
- un platform da 40' un peso massimo a pieno di **55 tonn**;

Si formulano le seguenti considerazioni:

- Gru di capacità non superiore a 100 tonn.
- “unità di carico” che possono pesare non più di 55 tonn;

TABELLA 1: Classi di precisione

Classe	Divisione di verifica (e)	Portata minima (min)	Numero di divisioni di verifica	
			$n = \frac{\text{MAX}}{e}$	
		Valore Minimo	Valore Minimo	Valore Massimo
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IIII	$5 \text{ g} \leq e$	10 e	100	1.000

STRUMENTI DI PESATURA/UNITA' DI CARICO

Gru da 100 tonn

classe III

Y(b)

$$e = 100000 / 1000 = 100 \text{ kg}$$

errore massimo tollerato è

"=1,5e" NAWI = 150 kg

"±2e" AWI = 200 kg.

FUNZIONAMENTO NON AUTOMATICO

TABELLA 3: Errori massimi tollerati

Carico				Errore massimo tollerato
Classe I	Classe II	Classe III	Classe IIII	
$0 \leq m \leq 50.000 \text{ e}$	$0 \leq m \leq 5.000 \text{ e}$	$0 \leq m \leq 500 \text{ e}$	$0 \leq m \leq 50 \text{ e}$	= 0,5 e
$50.000 \text{ e} < m \leq 200.000 \text{ e}$	$5.000 \text{ e} < m \leq 20.000 \text{ e}$	$500 \text{ e} < m \leq 2.000 \text{ e}$	$50 \text{ e} < m \leq 200 \text{ e}$	= 1,0 e
$200.000 \text{ e} < m$	$20.000 \text{ e} < m \leq 100.000 \text{ e}$	$2.000 \text{ e} < m \leq 10.000 \text{ e}$	$200 \text{ e} < m \leq 1.000 \text{ e}$	= 1,5 e

FUNZIONAMENTO AUTOMATICO

TABELLA 1

Carico netto (m) per divisioni di verifica (e)								Errore massimo tollerato medio	Errore massimo tollerato
XI	Y(I)	XII	Y(II)	XIII	Y(a)	XIII	Y(b)	X	Y
$0 < m \leq 50.000$		$0 < m \leq 5.000$		$0 < m \leq 500$		$0 < m \leq 50$		$= 0.5 e$	$\pm 1 e$
$50.000 < m \leq 200.000$		$5.000 < m \leq 20.000$		$500 < m \leq 2.000$		$50 < m \leq 200$		$= 1.0 e$	$\pm 1.5 e$
$200.000 < m$		$20.000 < m \leq 100.000$		$2.000 < m \leq 10.000$		$200 < m \leq 1.000$		$= 1.5 e$	$\pm 2 e$

Quindi premesso che le tre norme richiamate nel decreto coprono tutti gli strumenti di misura...

Direttiva 2014/31/UE

Requisiti essenziali che gli strumenti di pesatura statica

Direttiva 2014/32/UE

Per gli strumenti con pesatura dinamica.

R.D. 12/06/1902, n. 226

Per le approvazioni di tutti gli strumenti “ante” direttive e per gli strumenti non contemplati dalle due direttive precitate (es. strumenti pesa assi e/o innovazioni tecnologiche).

...è stato previsto un periodo transitorio...



MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI
COMANDO GENERALE DEL CORPO DELLE CAPITANERIE DI PORTO
DECRETO DIRIGENZIALE N. 447/2016

**PROCEDURE APPLICATIVE DELLA REGOLA VI/2 DELLA CONVENZIONE SOLAS 74,
EMENDATA DALLA RISOLUZIONE MSC. 380(94) DEL 21 NOVEMBRE 2014, RELATIVA
ALLA DETERMINAZIONE DELLA
“MASSA LORDA VERIFICATA DEL CONTENITORE”
(*VERIFIED GROSS MASS PACKED CONTAINER - VGM*).**

DISPOSIZIONI TRANSITORIE

Per il periodo dal 1 luglio 2016 al 30 giugno 2017, per la determinazione della massa lorda verificata del contenitore, potranno essere utilizzati anche strumenti diversi dagli strumenti regolamentari, come definiti al para 2.2, purché l'errore massimo permesso per detti strumenti **non sia superiore a due volte e mezzo** quello previsto per la stessa tipologia di strumenti approvati con analoghe caratteristiche metrologiche e, comunque, non sia superiore a **±500 kg**.

CONTROLLI E VERIFICHE SUCCESSIVE

Peso massimo da caricare potrebbe essere un **platform da 40'** la cui capacità massima è di **55 tonn.**

Considerato, invece, i **classici 40'**.

La loro capacità massima sarebbe **36,600 tonn** il cui **2% è pari a 732 Kg**, mentre il **3% pari a 1098 Kg**.



MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI
COMANDO GENERALE DEL CORPO DELLE CAPITANERIE DI PORTO
DECRETO DIRIGENZIALE N. 447/2016

**PROCEDURE APPLICATIVE DELLA REGOLA VI/2 DELLA CONVENZIONE SOLAS 74,
EMENDATA DALLA RISOLUZIONE MSC. 380(94) DEL 21 NOVEMBRE 2014, RELATIVA
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“MASSA LORDA VERIFICATA DEL CONTENITORE”
(*VERIFIED GROSS MASS PACKED CONTAINER - VGM*).**

CONTROLLI E VERIFICHE

In sede di controlli e verifiche effettuati dopo la pesatura, completata secondo i metodi di cui al precedente para 3, è ammessa una tolleranza per ciascun contenitore pari al **3%** della massa lorda verificata (VGM).

NAVE DA 9300 TEU

PARTENZA

ARRIVO

Designed
draft

Designed
draft ± 1 tonn

Designed
draft

Designed
draft ± 1 tonn



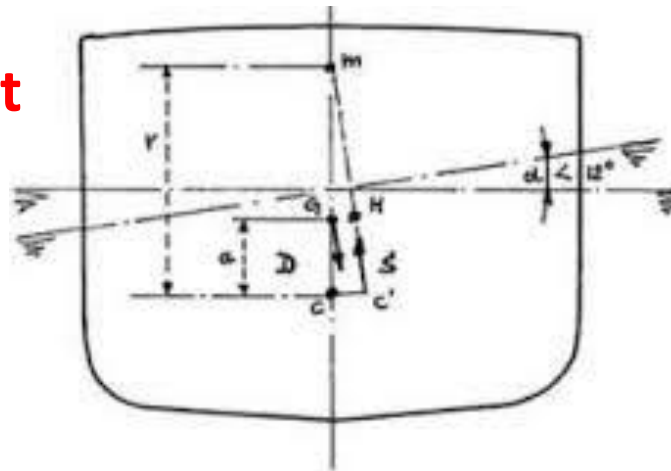
4,47 mt

3,87 mt

4,18 mt

3,94 mt

r-a - 0,60 mt



r-a - 0,24 mt



MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI
COMANDO GENERALE DEL CORPO DELLE CAPITANERIE DI PORTO
DECRETO DIRIGENZIALE N. 447/2016

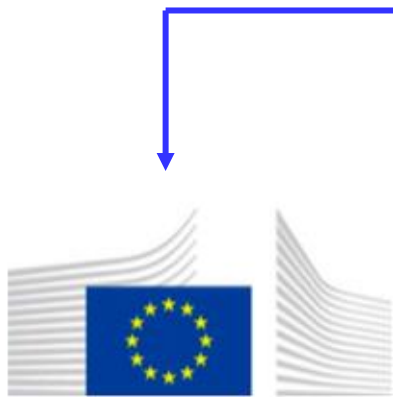
**PROCEDURE APPLICATIVE DELLA REGOLA VI/2 DELLA CONVENZIONE SOLAS 74,
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DETERMINAZIONE DELLA
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(*VERIFIED GROSS MASS PACKED CONTAINER - VGM*).**

CALCOLI DI STABILITA'

Qualora dai calcoli di stabilità effettuati si accerti una discrepanza fra il dislocamento ricavato dai pesi ed il dislocamento ricavato dai pescaggi, tale differenza è considerata da imputarsi a *“pesi morti”* da collocare nel calcolo stesso:

- ad una altezza non inferiore a quella del ponte di coperta, nel caso di peso in eccesso;
- in corrispondenza del baricentro della nave scarica ed asciutta, nel caso di peso in difetto.

ATTIVITA' INTERNAZIONALE



Bruxelles
21 aprile 2016



Londra
10-20 maggio 2016



Haugesund
23-27 maggio 2016

ATTIVITA' BRUXELLES

 Ref. Ares(2016)1483510 - 29/03/2016



EUROPEAN COMMISSION

DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate D - Logistics, maritime & land transport and passenger rights

MEETING OF MARITIME TRANSPORT DIRECTORS

DEVELOPMENTS IN MARITIME TRANSPORT POLICY, SAFETY & ENVIRONMENT

21 April 2016

10.00 – 17.00 hrs

Brussels, Albert Borschette Conference Centre, Room 0D

2. IMO matters

- **Container Weighing: new rule as from July 2016, guidance and implementation issues**

Subject: Meeting of the Maritime Directors – Brussels, 21 April 2016
Summary points

2. IMO matters

- **Container Weighing: new rule as from July 2016, guidance and implementation issues**

Reliable info on the weight of containers is essential for ship stability and safety and safe port operations. New IMO rules enter into force on 1 July 2016. Logistics operators are wary of different approaches by MS and call for EU harmonisation. Maritime Directors expressed confidence in the measures adopted at MS level (often developed in contact with neighbouring countries and industry). If a need for adjustment was to be confirmed after having gained experience with the new rules, this should preferably be addressed at IMO.

ATTIVITA' IMO

MSC 96 (10-20 MAGGIO 2016)



English Français Español

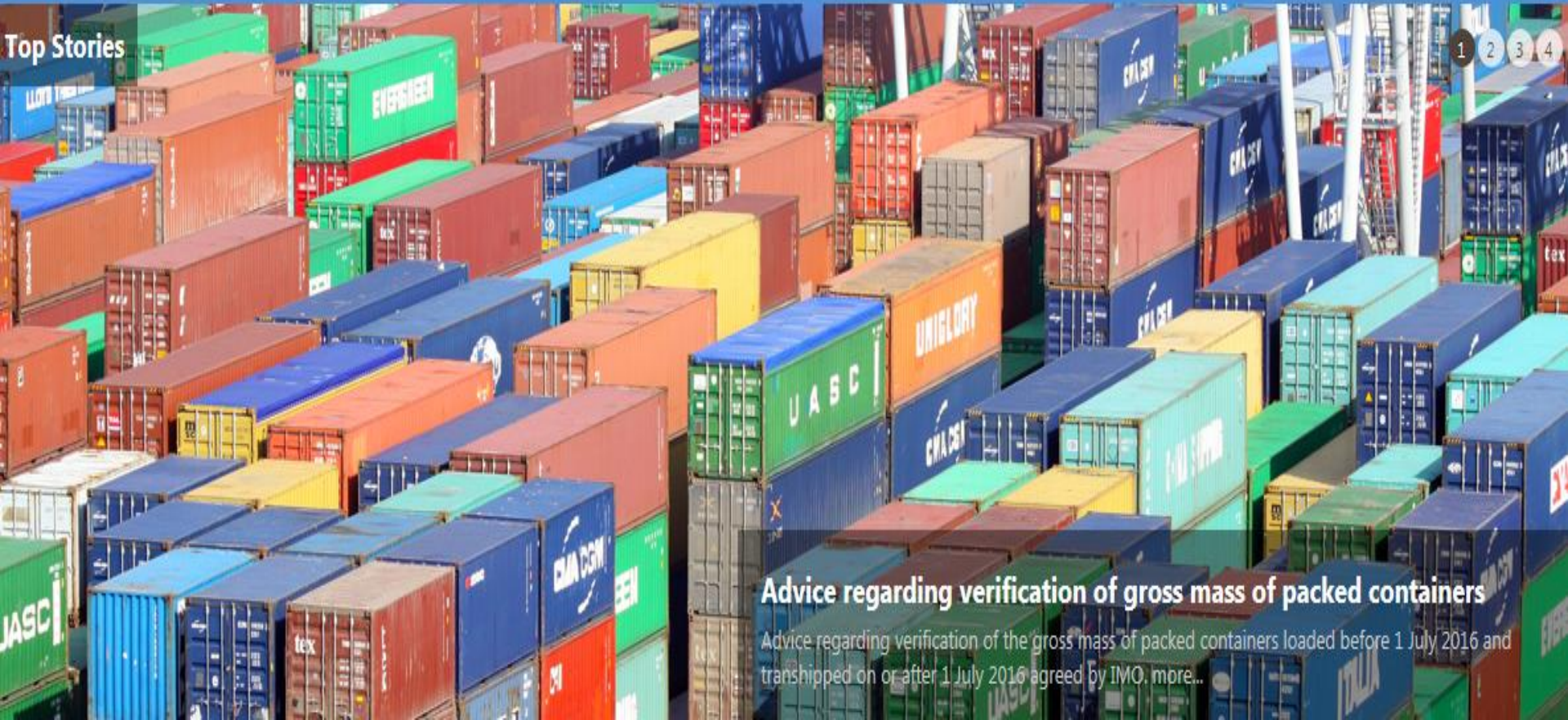
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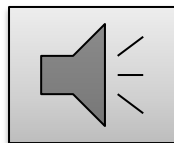


Advice regarding verification of gross mass of packed containers

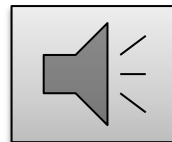
Advice regarding verification of the gross mass of packed containers loaded before 1 July 2016 and transhipped on or after 1 July 2016 agreed by IMO. more...

ATTIVITA' IMO

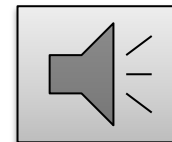
MSC 96



New Zealand



Italy



USA

MSC 96 - DRAFT REPORT FINALE



E

MARITIME SAFETY COMMITTEE
96th session
Agenda item 25

MSC 96/WP.1/Add.1
20 May 2016
Original: ENGLISH

DISCLAIMER

As at its date of issue, this document, in whole or in part, is subject to consideration by the IMO organ to which it has been submitted. Accordingly, its contents are subject to approval and amendment of a substantive and drafting nature, which may be agreed after that date.

DRAFT REPORT OF THE MARITIME SAFETY COMMITTEE ON ITS NINETY-SIXTH SESSION (continued)

24.6 Having recalled that the SOLAS requirements for the gross mass of packed containers to be verified will enter in the force on 1 July 2016, the Committee noted the following views regarding the requirements and the associated guidance contained in MSC.1/Circ.1475:

.3

while there should be no delay in implementation of the SOLAS requirements regarding VGM it would be beneficial if Administrations and port State control Authorities could take a practical and pragmatic approach when enforcing the VGM requirements, particularly for a period of three months immediately following 1 July 2016 in order to ensure that any problems related to trans-shipped containers and the transmittal of electronic VGM data are resolved without impacting the smooth operation of the global logistics chain during the initial phasing-in period of the requirements;

MSC.1/CIRC.1548

Per dare pratica attuazione alla volontà espressa dal Comitato è stata predisposta ed approvata la MSC.1/Circ.1548.



E

4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: +44 (0)20 7735 7611

Fax: +44 (0)20 7587 3210

MSC.1/Circ.1548
23 May 2016

**ADVICE TO ADMINISTRATIONS, PORT STATE CONTROL AUTHORITIES, COMPANIES,
PORT TERMINALS AND MASTERS REGARDING THE SOLAS REQUIREMENTS
FOR VERIFIED GROSS MASS OF PACKED CONTAINERS**

MSC. 1 / CIRC. 1548

3 The Committee agreed that Administrations and port State control authorities should adopt a practical and pragmatic approach when verifying compliance with the requirements of SOLAS regulations VI/2.4 to VI/2.6, for a period of three months after 1 July 2016, with a view to:

- .1 permitting packed containers that are loaded on a ship before 1 July 2016 and are transhipped on or after 1 July 2016 to be shipped to their final port of discharge without the VGM specified in SOLAS regulations VI/2.4 to VI/2.6; and
- .2 providing flexibility to all the stakeholders in containerized transport to refine, if necessary, procedures for documenting, communicating and sharing VGM information.

Tale previsione è stata inserita nella circolare esplicativa SG n. 125 del 31.05.2016.

49° PORT STATE CONTROL COMMITTEE

Haugesund, Norway (23–27 maggio 2016)

Paris MOU PSC Circular
27.05.2016

Verification of a packed container gross mass

1. Purpose

This document provides basic guidance for PSC officers in inspection of compliance of a vessel with SOLAS requirements related to verified gross mass of a container loaded on board the vessel.

2. Application

The requirement to provide, starting from 1 July 2016, a verified gross mass (VGM) of a container before being loaded onto a ship on international voyage is contained in Regulation 2, Chapter VI of SOLAS as amended. Empty containers are not subject to the requirements. It applies to cargo carried in a container, except for containers carried on a chassis or a trailer, when such containers are driven on or off a ro-ro ship engaged in short international voyages.

Responsibility and obligations to provide a ship master and the terminal representative with the VGM information belongs to a shipper of the container.

The ship master is required to ensure that containers without information on VGM are not loaded onto the ship. MSC1/Circ.1548 on 23 of May 2016 requests involved parties, including port States, to apply a practical and pragmatic approach for a period of 3 months immediately following 1 July 2016, - (i.e. until 1 October 2016) -, and to permit packed containers that are loaded on a ship before the 1 of July 2016 and are transshipped on or after the 1 of July 2016 to be shipped to their final port of discharge without the VGM specified in SOLAS regulations VI/2.4 to VI/2.6

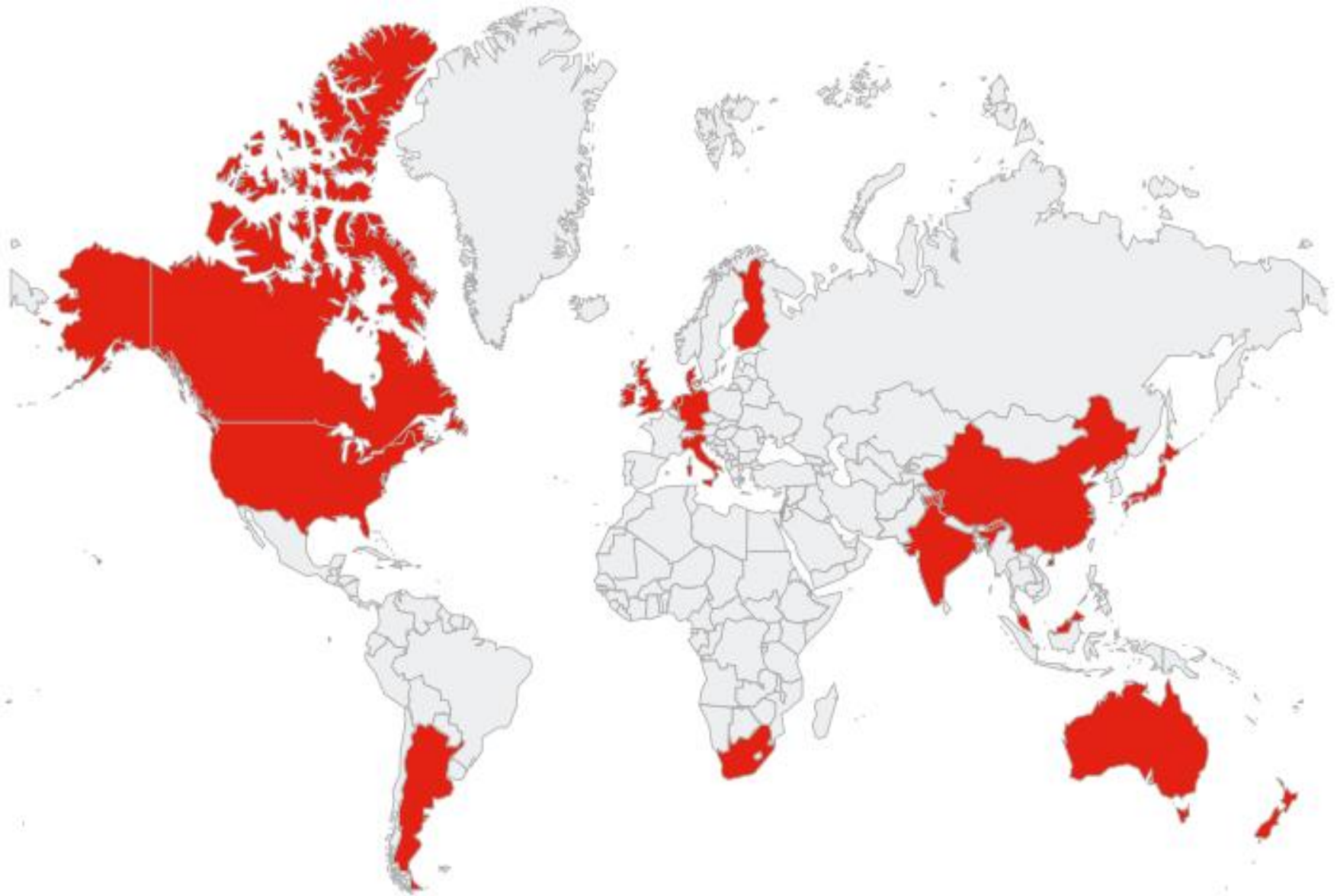
3. Inspection

Inspection of compliance of a ship with the container VGM requirements should be carried out during normal PSC inspection in accordance with the Paris MoU PSC procedures. The PSCO should ascertain from the master or an officer responsible for cargo operations whether VGM of containers to be loaded onto the ship is available in advance. To prove the information is provided the PSCO may ask to see documentation containing VGM. It is necessary to take into account that the documentation may be in various forms including electronic.

If it is clear to the PSCO that the ship is not provided with the required VGM information more attention may be given to the possible impact on ship stability and strength.

4. Actions

Where the shipping document does not provide container VGM information this in itself should not lead to a detention. A deficiency with the code 01316 "Cargo information" should be recorded.



<http://www.ttclub.com/loss-prevention/container-weighing/competent-authority-news/>

STATO	AZIONI
GERMANIA	FAQs
DK	Disciplina
UK	Disciplina
Finlandia	SOLAS
Irlanda	SOLAS

Circolare Serie generale n. 125 del 31 maggio 2016 ed allegato

A. Decreto Dirigenziale n. 447/2016

- Applicazione

B. Linee guida applicative allegate DD 447/2016 e MSC.1/Circ.1475

1. [Strumenti](#)
2. Metodi per ottenere VGM
3. Documentazione
4. Lo shipper
5. Certificazione Metodo 2
6. Controlli e verifiche
7. Disposizioni transitorie
8. Applicazione requisiti SOLAS



C. Circolare MSC.1/Circ.1548

D. Sanzioni



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