

Market information

- Follow-up on the implementation of the SOLAS regulation

April 29th 2016

Dear customer,

Referring to our newsletter, dated March 30th 2016, we wish to follow-up on the implementation of the SOLAS regulation, as the July 1st compliance deadline is fast approaching.

It is the shipper's (whose name appear on the B/L or SWB) responsibility to provide the verified gross mass (VGM). We wish to remind you of the two options available to determine VGM:

Option A



Option A explained: The first option is to weigh a container on a truck as it passes over a certified weigh station, subtracting the gross weight of the truck, chassis and container (TARE) to determine the gross weight of the load inside.

Option B



Option B explained: The second option is to weigh the contents, including the packaging and any loading equipment (e.g. lashing material), going in to the container, find the sum of all goods loaded and add it to the container TARE.

The **weighing equipment**, used to determine VGM in both options, **must live up to the applicable accuracy standards and requirements** of the country in which the equipment is being used. For this reason, we encourage our customers to determine whether option B is an option at this point or whether it is preferred, that Carelog arranges for a certified weight bridge solution (option A).

From July 1st 2016, the **Danish Maritime Authority** is giving the industry a one year **'grace period'** to comply with the SOLAS regulation. During this period, containers can be weighed and approved for shipping, although weights are not certified for the new rules. That being said, the **VGM cannot vary more than +/- exactly one metric ton** – and it must be emphasized that a VGM includes the container TARE. We wish to remind our customers of the **"NO VGM – NO LOAD"** policy that will be enforced as of July 1st 2016.

To warrant operational readiness, the shipping community are currently evaluating and implementing internal process and system enhancements to handle VGM data submission timely and accurately. We expect that the individual shipping lines will communicate their procedures during the course of the coming weeks. Prior to the enforcement date, **Carelog will implement the practice of advising the VGM submission cut-offs in our booking confirmations.**

On a last note, it should be informed that the container TARE weight is available on the CSC-plate on the door-side of each container provided. We foresee that the individual shipping lines will also launch online query tools to obtain the TARE weight of a specific container. The individual shipping lines will of course be accountable for the accuracy of the TARE weight listed on the CSC-plate and in any online query tool that may be launched eventually.

We continue to monitor the situation closely and will keep you updated as it develops. We encourage you to reach out to your Carelog contact person should there be any doubts in relation to the SOLAS regulations.

Best regards
Carelog Freight Service A/S