

# Verified Gross Mass (VGM) Effective July 1st, 2016

As from July 01, 2016 the new SOLAS (Safety Of Life At Sea) - regulations for all packed containers will become effective globally.

All packed containers to which the International Convention for Safe Containers (CSC) applies and which are to be loaded onto a ship subject to SOLAS Chapter VI are required to have a VERIFIED GROSSMASS ("VGM").

This new regulation should enhance the safety of ocean vessels, crews, terminal operators and staff as well as other parties involved during the transport process.

The shipper is responsible to determine and submit this Verified Gross Mass (VGM) of the packed container to the carrier in due time prior to the planned shipping date.

A packed container for which no VGM has been submitted in time will not be loaded on board of the vessel.

There are two ways to determine the VGM in accordance with the new SOLAS regulation:

Method 1: Weighing

After it has been completely packed and sealed the container has to be weighed. The weighing can be performed by the shipper or by a third party contracted by the shipper. Any scale, weighbridge, lifting equipment or other devices used to verify the gross mass of the container must meet the applicable accuracy standards and requirements of the state in which the equipment is being used. In Germany: Class III or higher as per [Richtlinie 2009/23/EG](#).

Method 2: Calculating

All packages and cargo items have to be weighed individually (including the mass of pallets, dunnage and other packing and securing/lashing material) prior to loading into the container and must be added to the tare of the container visible on the exterior of the container. This method is subject to the certification and approval as determined by the competent authority of the state in which the packing and sealing of the container were completed; e.g. in Germany this can be incorporated in existing certifications like ISO or AEO. All weighing equipment used to weigh the contents of the container must meet the applicable accuracy standards and requirements of the state in which the equipment is being used. In Germany: Class III as per [Richtlinie 2009/23/EG](#).

For certain types of cargo (e.g. scrap metal, waste, grain in bulk) only method 1 (weighing of the full and sealed container) will apply.

In Germany the "Berufsgenossenschaft Verkehrswirtschaft (BG Verkehr)" has been nominated by the German Ministry for Traffic and Digital Infrastructure („BMVI“) as the competent authority with respect to the SOLAS-regulation.

Further information can be found here:

<http://www.deutsche-flagge.de/de/sicherheit/ladung/container/container-beladung#Bruttomasse>

<http://www.deutsche-flagge.de/de/download/sicherheit/ladung/container/richtlinien-zur-bestimmung-der-bruttomasse-von-frachtcontainern-msc-1-circ-1475>

<http://www.deutsche-flagge.de/de/faq/faq-sicherheit-auf-see---ladung>

[http://www.worldshipping.org/industry-issues/safety/SOLAS\\_CHAPTER\\_VI\\_Regulation\\_2\\_Paragraphs\\_4-6.pdf](http://www.worldshipping.org/industry-issues/safety/SOLAS_CHAPTER_VI_Regulation_2_Paragraphs_4-6.pdf)

<http://www.worldshipping.org/industry-issues/safety/cargo-weight>

[http://www.worldshipping.org/industry-issues/safety/WSC\\_Guidelines\\_for\\_Implementing\\_the\\_SOLAS\\_Container\\_Weight\\_Verification\\_Requirement.pdf](http://www.worldshipping.org/industry-issues/safety/WSC_Guidelines_for_Implementing_the_SOLAS_Container_Weight_Verification_Requirement.pdf)

[http://www.bmvi.de/SharedDocs/EN/Anlagen/VerkehrUndMobilitaet/Wasser/presentation-conference-exchange-of-information.pdf?\\_\\_blob=publicationFile](http://www.bmvi.de/SharedDocs/EN/Anlagen/VerkehrUndMobilitaet/Wasser/presentation-conference-exchange-of-information.pdf?__blob=publicationFile)