

MIT & SPICT – WHERE SAFETY FIRST MEETS VALUE-ADDED

In accordance with IMO Circular MSC. 1/Circ. 1475, from 1 July 2016 a packed container should not be loaded onto a ship unless the master or his/her representative and the terminal representative have obtained, in advance of vessel loading, the Verified Gross Mass (VGM) of the container.

Motukea International Terminal (MIT) & South Pacific International Container Terminal (SPICT) can now offer a value-added service that is anchored on their passion for “safety first”: the on-site VGM measurement weighing through certified weighbridges and lifting equipment.

What is the VGM?

The VGM is the combined weight of the container tare weight and the weight of all cargo, including packaging and dunnage. The weighing equipment used must meet specific certification and calibration requirements.

Why implement the VGM?

The new regulation was adopted by the IMO (International Maritime Organisation) to increase maritime safety and reduce risks facing cargo, containers and all those involved in container transport throughout the supply chain.

What is the aim of the regulation?

- Shippers: Lower risk of cargo damage during transit
- Carriers: Increased safety for crew and vessel by improved stowage. Reduced risk of accidents and subsequent environmental damage
- Terminals: More efficient and accurate pre-stowage

This regulation significantly increases safety and transport quality for all parties.

Why does it matter?

The International Convention for the Safety of Life at Sea (SOLAS) stresses that knowing the accurate gross mass of a packed container is critical to ensure correct stowage and stacking. Incorrect stowage and stacking can lead to untoward events, such as:

- Possible injuries to ship/port workers, even losses of lives
- Cargo damage or loss
- Extra costs

Who will be responsible for the VGM declaration?

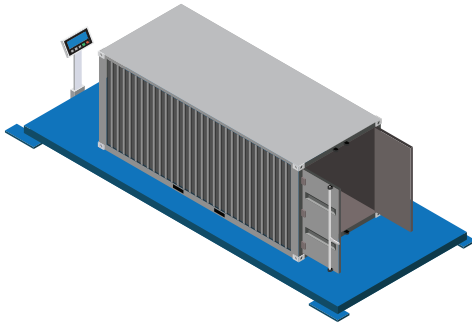
The ‘Shipper’ named on the ocean Bill of Lading is the party responsible for providing the VGM to the carrier. A VGM needs to be submitted for every container being loaded on the vessel.

Shippers can authorise a third party to provide the VGM on their behalf.

Consequences of not declaring the VGM and associated information

Should a shipper not provide the mandatory information, the container will not be processed for loading on to a ship. As per SOLAS regulations, if VGM is not provided, it is illegal to load the container onboard a commercial sea going vessel.

How to determine the gross mass of a packed container?



- Method 1 – Weighing: Weighing the packed container using calibrated and certified weighing equipment



- Method 2 – Calculating: The sum of the single masses = Mass of cargo items + all packages (pallets, dunnage, securing material packed in the container) + container tare weight by means of certified method approved by the national authorized body.

IMPORTANT: In both methods, the weighing equipment being used must meet national certification and calibration requirements. Estimated weights are not permitted and a violation of SOLAS regulations. MIT & SPICT equipment comply with all international and national regulations and are certified as VGM compliant.

What are some possible consequences from failing to meet VGM requirements?

- Stevedoring and/or transport costs associated to the exception handling of the container;
- Inspection and/ or survey costs;
- Storage fees;
- Weighing costs if the carrier/ terminal weighs;
- Stuffing/de-stuffing or any additional steps required to obtain the VGM;
- Penalties and/ or administrative charges;
- Removing container from the vessel if VGM is found to be incorrect;
- Shipment delays and impact on the supply chain;
- Any other costs that may be incurred.

Is VGM applicable to break-bulk shipment?

No, break-bulk is exempt from the VGM requirement, unless it is transported in a container.

Why MIT & SPICT are pioneers?

This is the first time in Papua New Guinea that a container terminal is offering a value-added service, the “weigh at terminal”, making it possible for shipments to be weighted directly at the marine terminals.

No need to send trucks elsewhere, no risk of estimating that leads to misdeclaration of actual container weight and financial penalties.

VGM procedure in MIT & SPICT

MIT & SPICT will implement a “No certified VGM, No Loading” policy. Estimated weight will no longer be accepted and terminals will ensure that the final load list only includes containers with a certified VGM. Containers without a certified VGM will not be loaded. MIT & SPICT are well prepared and equipped to assist all customers in meeting the global safety requirements and will offer the service of “Certified VGM” thanks to which export container(s) will be weighed with calibrated and certified equipment and a certified VGM will be issued to the shipper and provided to the Shipping Line(s). The corresponding fee is of PGK 300.00 (three hundred/00) per container.

All export containers entering terminals’ premises without a certified VGM will be weighed before being loaded on board the vessel and “Certified VGM” fee will be applied. All export containers entering terminals’ premises with a certified VGM provided by an entity other than MIT &/or SPICT will be weighed before being loaded on board the vessel and if any weight discrepancy is found, the VGM of the container weighed at the terminal will be used for the final stowage plan. In this event, the fee for “Certified VGM” will be applied together with a fee for “Weight misdeclaration” equal to PGK 100.00 per TEU.

All export containers entering terminal without a certified VGM or found with a weight discrepancy, will be stacked in yard and will not be loaded until instructed by the Shipping Line.

Contacts:

ICTSI South Pacific Ltd.
Porebada Road
121, Port Moresby
NCD, Papua New Guinea
T: +675 320 0628
www.ictsispl.com

MIT
Porebada Road
121, Port Moresby
NCD, Papua New Guinea
+675 7190 0395 / 7190 0202
info@mit.com.pg

SPICT
P.O Box 3549 Lae Tidal Basin,
Bumbu Road 411
Lae, Papua New Guinea
+675 472 8283
info@spict.com.pg