

SOLAS – Verified Container Weight

Maersk Line

Agenda



- 1 Safety first
- 2 Customer impact
- 3 Industry approach
- 4 What will it mean?

SOLAS weight initiative

- Safety first!

- Eliminate the accidents caused by misdeclared container weight
- Provide assurance to all parties in the supply chain
- Improve the safety of the: -
 - Workforce
 - Vessels/Terminals/assets
 - Equipment



June 2011: Container ship Deneb in Algeciras

www.shippingandfreightresource.com

- Consequences of misdeclared container weights – a pictorial [“here”](#)

What does it mean to customers?

Legal requirements

- 1 Effective 1/7-2016 no container to be loaded unless it has a verified container weight – **NO exception!**
- 2 2 permissible methods for weighing:
 - 1) Method 1: Requires weighing the container after it has been packed.
 - 2) Method 2: Requires weighing all the cargo and contents of the container and adding those weights to the container's tare weight as indicated on the door end of the container.
- 3 Shipper is always responsible irrespective if delegated to a 3rd party or similar.
... and further details in IMO/WSC guidelines.

Impact for customers

Shippers to establish process/EDI with vendors (forwarders, truckers, terminals and shipping line)

Shippers to plan for VCW in the shipment cycle (time)

- 25% SI received after vessel cut-off

Potential cost impact for arranging the service – also affecting their pricing

Government imposed penalties/fines unknown – depending on local legislation

Shippers to clarify/outline responsibility once forwarders/booking agents are used

Maersk Line readiness

Product catalogue update, pricing guideline and AFLS updates

- Prepare SAL/CUS as to new product

Process to be managed via GCSS pending tray (new activity)

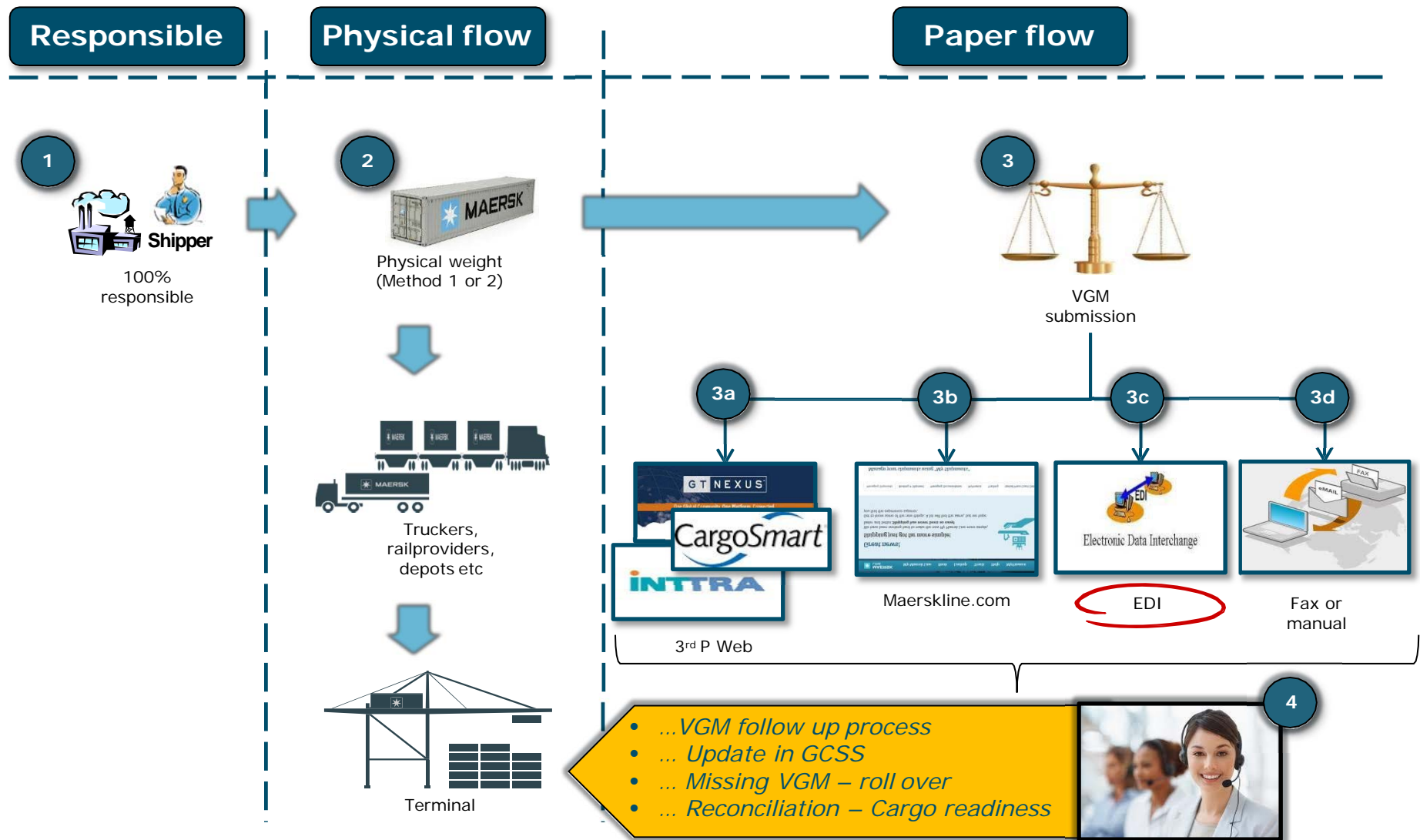
- Train CUS in new solution
- Filing of certificate, similar to Shipping Instructions
- New repository to retrieve documents – new/existing?

ML.Com/EDI/FAX/Manual/3rd party solution to be developed

- Priority on ML.com considering +50% booking via portal

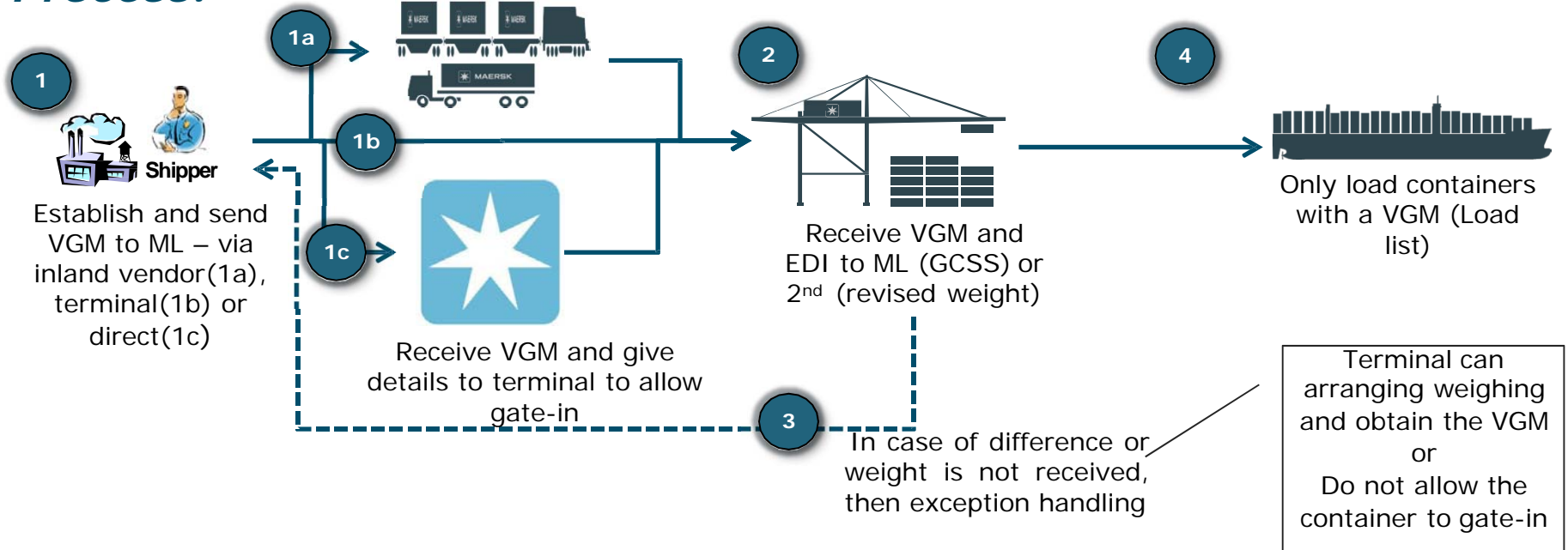
... and many changes to operational process e.g. EDI with terminals, impact to loadlist etc.

Customer facing processes



Operational Process and IT

Process:



IT/EDI:

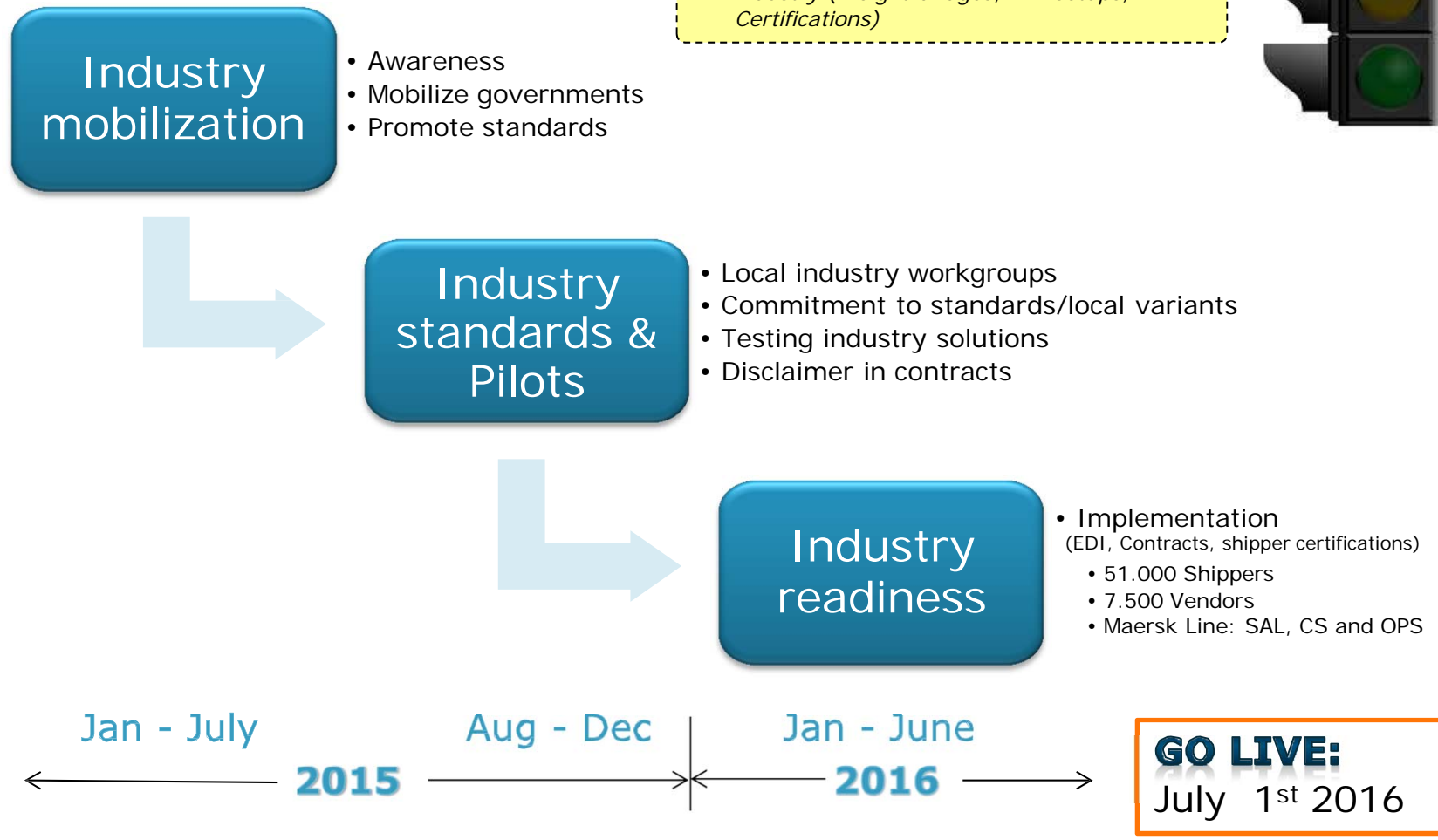
SOLUTION:

- Global SMDG group is working on a new uniform EDI message
- A new message between ML and Terminal with a mere 'Y' or 'N' if VGM must be implemented (Pilot, test etc.)

Approach by Maersk Line

Key risks:

1. Most governments have no plans or structured work in progress to adopt industry standards (Local associations).
2. Massive investments are required across the industry (Weight bridges, EDI setups, Certifications)



What could we imagine you need to evaluate?

- Contracting with your customers?
- M/H vs. C/H – is it part our your service?
- When am I the shipper and when the booking party?
- Impact to house B/L (changes to clauses)?
- How to arrange weight on FCL containers?
- EDI with customers?
- EDI with Shipping Lines or other vendors?
- EDI through 3P webs?
- System/process/product catalogue
- Job-costing process
- Other elements?
- How do I help the global implementation and readiness?