



WE CARRY THE FUTURE

www.hmm21.com

194, Yulgok-ro Jongno-gu, Seoul, 03127, Korea

Hyundai Merchant Marine

◆ Verified Gross Mass (VGM) in HMM Process

July 1st HMM VGM

[FAQ]

Updated on July 15, 2016

Customer Advisory



Continue to next page ..



◆ FAQ for Verified Gross Mass in HMM Process

What is Verified Gross Mass (VGM)?

Verified Gross Mass is the shipper declared total gross mass of a packed container as obtained by one of the methods described below. This Verified Gross Weight must include all packages and cargo items, all additional loading equipment (e.g. packing materials) [and the container tare weight. Please refer to Chapter 2.1 of the SOLAS guideline.](#)

VGM should not be confused with the weight declared when a booking is made nor should it be confused with the weight a shipper declares on the Bill of Lading sent via shipping instructions.



Booked weight = VGM: **NO**



BOL weight = VGM: **NO**



SHIPPED GOODS
+ PACKING MATERIAL
+ CONTAINER TARE WT.

**VERIFIED GROSS
MASS (VGM)**

Packing Material + Shipped Goods + Container Tare weight = VGM: **YES**

Does this mean the Verified Gross Mass weight (VGM) can be different than the booked weight or the Bill of Lading weight?

Yes. For many shippers the VGM may be different than the weight presented to carriers when cargo is originally booked and what they may list on the BOL. The weight declared on the Bill of Lading is most commonly the cargo gross weight and because of that fact it must differ from the verified gross mass (VGM) weight by definition. The intent of obtaining a VGM from the shipper per SOLAS guideline is for



WE CARRY THE FUTURE

www.hmm21.com

194, Yulgok-ro Jongno-gu, Seoul, 03127, Korea

Hyundai Merchant Marine

operational purposes. The BOL weight is commercial in nature and may be different than the VGM depending on the shipper. Currently, there is no guiding information on what role the VGM will play as it pertains to documentation. At this time, HMM is not anticipating any scenario where we will be required to report a shipper's VGM submission to any authority unless this becomes a requirement of national legislation in the exporting country of origin. VGM is an internal data point and HMM will not be validating the VGM against the Bill of Lading weight, nor will we be printing the submitted VGM on the Bill of Lading.

Does this mean shippers must separately submit the VGM information?

Yes and No, for the reasons stated in the answer to the previous question. The VGM can be a separate and distinct piece of information and when that is the case it must be identified and sent to the carrier separately. For any shipper who is using the certified VGM as the BOL weight, and is submitting that information timely, it may be unnecessary to submit a separate VGM.

Where is the requirement specified?

[The requirement is specified in SOLAS Chapter VI, Regulation 2, Paragraph 6.](#)

What is the scope of this new regulation?

The new regulation applies to:

- 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.

When does the VGM requirement take effect?

The new SOLAS requirement is begins July 1, 2016.



How can VGM be determined?

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

Method 1:

Upon the conclusion of packing and sealing a container, the shipper may weigh, or have arranged that a third party weighs, the packed container.

**Method 2:**

The shipper may weigh or have a third party weigh each package stuffed in the container including the packing and securing material and adding those weights to the container's tare weight marked on the door end of the container (Estimating the weight of the container's contents is not permitted). Under either Method 1 or Method 2, the weighing equipment used must meet the accuracy standards of the country where the equipment is used. Also under either method, the declaration of the verified weight must be signed and dated by the shipper or by its duly authorized representative and to provide to the carrier via either electronic interchange channels or a physical shipping document.

**Is weighing in a transshipment port required?**

All packed containers discharged from a SOLAS regulated vessel in the transshipment port should already have a VGM and therefore further weighing in the transshipment port facility is not required.

Who is responsible for submitting the VGM documentation to the carrier?

The regulation clearly states the shipper is always responsible for the verification of the gross mass of a container carrying cargo. The shipper is also responsible for ensuring that the verified gross mass is communicated to the carrier in a shipping document sufficiently in advance to be used by the ship's



WE CARRY THE FUTURE

www.hmm21.com

194, Yulgok-ro Jongno-gu, Seoul, 03127, Korea

Hyundai Merchant Marine

master or his representative and the terminal representative in the preparation of the vessel's stowage plan. This document can be part of the shipping instructions to the shipping company or a separate communication

What is VERMAS?

In addition to the standard EDIFACT message types, a new message type has been developed called VERMAS has been developed. This message is specifically designed to communicate and share the required VGM data points from shippers to carriers.

What are the acceptable methods of VGM submission to HMM?

HMM's primary electronic method of receiving VGM information is via the new EDIFACT message known as VERMAS. The VERMAS method can be received by HMM directly from shippers or via a third party global shipment management platform such as INTTRA and CargoSmart.

Mandatory points of information are as follows:

- Booking Number
- Container Number
- Verified Weight (VGM)
- Unit of Measurement (kilos)
- Responsible Party (Shipper named on the carrier's bill of lading)
- Authorized Named Individual (e-Signature)

What is the difference between the Responsible Party and the Authorized Named Individual?

Even though the Shipper named in the carriers bill of lading remains responsible for VGM as per SOLAS regulation, the Authorized Named Individual may be acting on behalf of and authorized by the Shipper. For example, the Authorized Named Individual may be a shipper's Forwarder or a 3rd party weighing facility.

The following information may also be included in the VERMAS transmission, but IS NOT mandatory:

- Weighing Date
- Shipper's Internal Reference
- Weighing Method
- Ordering Party
- Weighing Facility
- Country of Method 2
- Documentation Holding Party



WE CARRY THE FUTURE

www.hmm21.com

194, Yulgok-ro Jongno-gu, Seoul, 03127, Korea

Hyundai Merchant Marine

Why is HMM requesting a Weighing Date?

As we have noted, this information is not mandatory however, the SOLAS guidelines state that in the event there is a weight discrepancy discovered in a terminal that does physically weigh containers, a VGM obtained by the Terminal Operator prevails and must therefore be used for stow planning. transmission. There are instances when incoming EDI messages can be received out of order. The weighing date is a unique identifier that will allow HMM to ensure the final, most accurate VGM is used for stowage purposes to meet the regulation guideline. For this reason, HMM highly encourages shippers to submit the weighing date in its VERMAS

Does HMM offer a process for shippers who are unable to submit VGM using the electronic VERMAS messaging method? Does HMM offer other options?

VGM Entry

Booking No. : PUSK

Shipper :
Vessel : HYUNDAI MARS V# 0
Port of Loading : BUSAN, KOREA
Port of Discharging : TACOMA, WA
Place of Delivery : NORTH LIBERTY, IA
Container Type & QTY : 20 DC * 1

* Text in **red bold** type has a pop-up window explaining
☐ **Auto Calculation for Tare Weight**

No.	Container Number	Verified Gross Ma	Optional
1	CNSU205C SOC <input type="checkbox"/> Tare Wgt		

Responsible Party(Shipper)

Excel Upload

Save & Submit

Not to worry! In addition to the EDIFACT VERMAS electronic messaging option, HMM will also offer an alternative method to shippers for the receipt of the mandatory VGM data components. Shippers can log in to the HMM web site and use a simple and easy to use online tool to manually enter the mandatory VGM data components at the booking and container level. Shippers can also submit VGM data without log in to the web site HMM only provide. Our web site equipped with the functionality of upload a csv file so that multiple bookings and containers can be uploaded for shipper's convenience.

What is HMM's required deadline for receiving a shipper's VGM information?

At this time HMM is working diligently with its marine terminal partners globally to establish reasonable



VGM cutoff submission deadlines that will allow us to responsibly comply with the SOLAS regulations, avoid any service disruption to our customers and effect proper and safe vessel stowage. HMM's plan is to include VGM submission cutoff information in our booking confirmations notifications to our shippers.

if you,shippers don't see VGM submission cutoff on the booking confirmations, please contact your CSR



WE CARRY THE FUTURE

www.hmm21.com

194, Yulgok-ro Jongno-gu, Seoul, 03127, Korea

Hyundai Merchant Marine

in local HMM offices then ask them to populate VGM submission cutoff on the booking confirmations.

Can shippers submit an amended VGM if an error is discovered in the original VGM submission?

Yes. HMM will receive and process updates of the VGM; however we will be implementing a VGM cutoff submission deadline at a later date to ensure there is sufficient time to perform our vessel planning and stowage activities. More details will be forthcoming on the submission deadlines.

Will HMM provide confirmation that it has received a shipper's VGM submission?

Yes. As soon as the VGM and all the mandatory data points noted in this document have been received, HMM will initiate a confirmation message to the Bill of Lading shipper (if known at that time) and to the identified booking party. If a shipper is utilizing our online VGM web tool, the user who has entered the VGM and the mandatory data points will be notified by an onscreen confirmation notice. Finally, the online VGM web tool will also offer shippers the functionality of querying their shipments to validate their respective VGM submission has been received and confirmed in HMM's internal operating systems.

Are there expected instances where a shipper's cargo will not be lifted and loaded to a vessel?

Yes. HMM anticipates two primary situations that will prevent cargo from being loaded to a vessel.

1. If a shipper does not submit VGM timely (based on the TBD VGM submission cutoff deadlines), the cargo will not be loaded. In instances where cargo is booked as a no split booking, all containers will be held. Any handling costs associated to a situation where VGM was not submitted timely or not submitted at all will be the responsibility of the shipper.
This information will be published in HMM's tariff.
2. If the VGM submitted by the shipper exceeds the maximum payload indicated on the Safety Approval Plate (which is subject to the International Convention for Safe Containers – CSC) located on the container, the container will not be loaded. HMM will systematically cross check the VGM against the maximum container payload and notify the shipper.

Will HMM take proactive measures to prevent cargo from being rolled and missing its originally booked vessel?

It is HMM's intention to ensure there are measures in place for continuous and uninterrupted cargo is confirmed.

handling service on behalf of our customers. In the case of shippers who are using the VERMAS EDI submission method, HMM will monitor the incoming messages for errors and notify the sender accordingly. The specific notification details will be forthcoming. In the case of shippers who will be

manually submitting VGM data via our online VGM web tool, if there is a problem with the data entered an onscreen error message will be displayed alerting the user to the submission error and will require the user to amend the data before final submission

Are there any consequences or penalties for a shipper when a VGM is not submitted or submitted timely?



As per the SOLAS regulation and convention, HMM, and its Marine Terminal facility partners, are prohibited from loading containers onto vessels prior to receiving mandatory VGM data from our shippers. Shippers will be responsible for any associated costs such as, but not limited to, weighing costs, country of export.

repacking, storage, demurrage, roll fees, terminal rehandling fees and other administrative costs in the event those costs are as a result of the VGM not being received prior to the established VGM submission cutoff deadline. Regulatory penalties and fines, if any, will be determined by individual national legislation in the origin

Tolerance of VGM is fixed by countries and local governmental authorities who may execute investigation randomly. HMM might consider a variance of +/- 5% weight between what shipper submitted and what the terminal operator would calibrate. no correction of the VGM will be made, HMM will not re-weigh a container which already has a VGM unless terminal reports abnormal / excessive weight at time of handling which prevents loading of such container. Some terminals, countries, are imposing their own procedures, which we will have to follow.

Where can shippers find additional details regarding the SOLAS regulation and VGM?

1. Status of national legislations:
www.worldshipping.org/industry-issues/safety/global-container-weightverification-rule-effective-july-1-2016
2. Guidelines regarding the verified gross mass of a container carrying cargo:
www.worldshipping.org/industry-issues/safety/cargo-weight
3. Guidelines for improving safety and implementing the SOLAS container weight verification requirements:
www.worldshipping.org/industry-issues/safety/cargo-weight
4. The IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU) and CTU Code informative materials can be found at:



WE CARRY THE FUTURE

www.hmm21.com

194, Yulgok-ro Jongno-gu, Seoul, 03127, Korea

Hyundai Merchant Marine

www.worldshipping.org/industry-issues/safety/containers

5. SMDG, including the Implementation Guidelines:

www.smdg.org