



NTG Global Update:

On July 1st, 2016 the SOLAS (Safety Of Life At Sea) amendment will come into effect and it will be illegal for shipping lines to ship a container without a valid VGM (Verified Gross Mass) declared. The weighing of the container and its contents will be the responsibility of the shipper. As the freight forwarder, we will be responsible for communicating the VGM to the shipping line on your behalf.

The Ports in Europe have confirmed that from 1 July 2016:

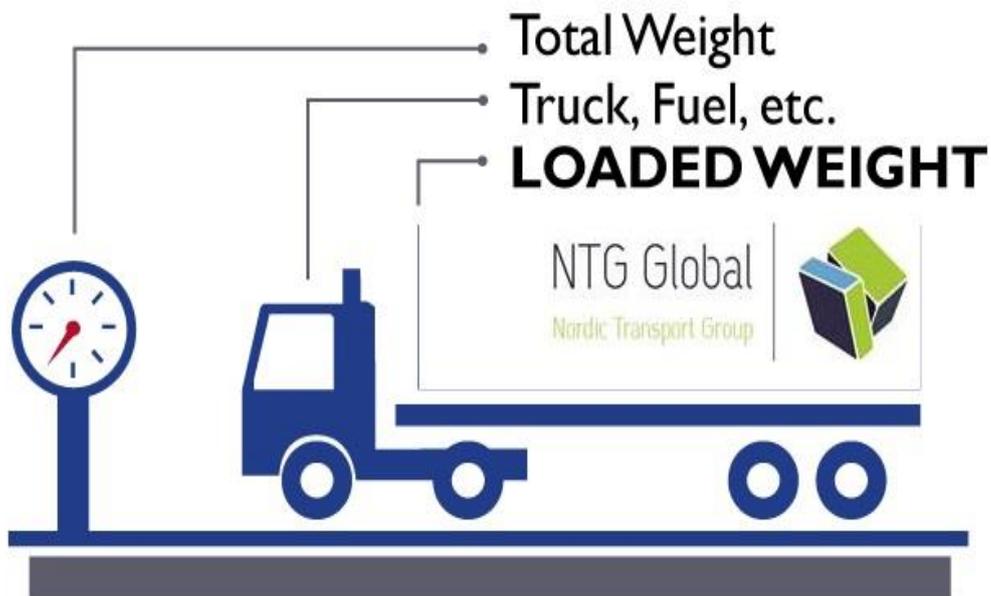
They will not be accepting any containers at the terminal without a VGM

Neither will they provide a weighing service for containers – this needs to be done before

Shipping lines have also confirmed that containers without a VGM will not be loaded.

How will the VGM be measured?

Please note that the choice of method could result in weighbridge, equipment or extra transport costs.



METHOD I

Requires weighing the container after it has been packed

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- **Method 1** : Weighing the whole container after it has been packed (e.g. weighing the whole truck and containers at certified weighbridge and subtracting truck and chassis weight)



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.

- **Method 2** : Weighing all the cargo and contents of the container individually, and adding those weights to the container's tare weight. Factor in additional loading equipment weight, if any. This includes packing, palleting dunnage, and other packing and securing materials that are placed into the container.

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How will NTG Global receive this from me as the shipper?

As your partner, we have two documents to take care of this regulation. You will receive these with the shipment booking confirmation. Please return them to us so we can file the VGM with the shipping line on your behalf.

The **first document** describes your method of weighing and requires your signature:



INDIVIDUAL CONTAINER AND SEAL NUMBERS, AND VGM CALCULATIONS ARE ON THE FOLLOWING PAGE

I CHOOSE TO VERIFY THE MASS OF MY SHIPMENT VIA METHOD 1

Method 1 verifies the mass of the cargo by weighing the whole container after it has been packed, and deducting the weight of the truck and chassis

I CHOOSE TO VERIFY THE MASS OF MY SHIPMENT VIA METHOD 2

Method 2 verifies the mass of the cargo by weighing the contents of the container individually (cargo and packing materials) and adding those weights to the container tare weight

ALTERNATIVE METHOD

I authorize NTG Global and / or their representatives to weigh the container on my behalf and calculate the total Verified Gross Mass (VGM). I understand that there will be additional Charges for this service.

In the event that NTG Global does not receive any instructions on how the Gross Mass of the Shipment will be verified, NTG Global will automatically arrange for the weight of the shipment to be verified by Method 1 (outlined above and attached). Please note that additional charges may apply for this service

*****NO VGM - NO LOAD*****

Signature

Date

Print Name in Capital Letters

Job title

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The **second document** is per container and declares the VGM:

CONTAINER NO: _____	SEAL NO: _____
<input type="checkbox"/> METHOD 1	
Scale Weight _____	- Equipment Weight _____ = Total VGM _____
<input type="checkbox"/> METHOD 2	
Goods Weight _____	+ Packing & Dunnage _____ + Container Tare Weight _____ = Total VGM _____

When does this need to be done?

We need to receive the above documents no later than 48 hours before shipment cut off at the port, to ensure the shipping line has this information before the container arrives at the port to be accepted for loading onto the vessel.

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Responsibility and Legislation per country:

The VGM amendment will be upheld by each individual country. Therefore the legislation applicable on a container is based on the country where it is stuffed and sealed. The companies that stuff and seal their containers in the Netherlands do not have to be ISO or AEO certified as long as they follow the certified calculation procedure when applying method 2. This procedure must be implemented in the company processes of the shipper.

Please note that the actual shipper is fully responsible and therefore fully liable for delivering the VGM with the accurate weight and on time to the freight forwarder.

Margin of error

In the Netherlands and Belgium, there is a margin of error of 5% with a minimum of 500kg allowed. This means a tolerance of 500kg for containers with a total weight up to 10.000 kg, and 5% for container with a total weight above 10.000 kg. If a container exceeds this margin of error, the container shall not be loaded on board.

Next update:

The next update from our side will be after the VGM amendment has been approved by the Dutch government. Dutch legislation will be finalized and approved by the government in the beginning of June 2016.

If you have any further questions, please do ask your sales representative or your customer services contact!

This directive has been prepared on the basis of the available information and should be considered as dynamic. It is not intended to be comprehensive.

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