



Together we go places

11 April 2016

Verified Gross Mass (VGM)
How to submit the VGM for shipments out of South African Ports

Dear Safmarine Customer,

At Safmarine we know that safety is crucial in our industry and we support initiatives that drive safety at sea. The incorrect declaration of container weight has led to accidents in the past and continues to pose a huge risk. Consequently, effective July 1st 2016, the new regulation will require shippers to verify and provide the container's gross verified mass before it is being loaded onto a ship. The verified gross mass is the weight of the cargo plus the tare weight of the container.

The shipper is required to verify the gross mass of the containers carrying their cargo by either of two permissible weighing methods before these containers can be loaded on a vessel;

Method 1

Requires weighing the container after it has been packed.

Method 2

Requires weighing all the cargo and contents of the container and adding those weights to the containers tare weight as indicated on the door end of the container.

Any weighing equipment used to weigh the contents of the container must meet the applicable accuracy standards. Please contact [SAMSA](#) directly for a list of approved vendors for accreditation.

What will change for any cargo loaded from South African ports?

Effective 1 July 2016 the Shipper (or its representative agent) will be required to include the Verified Gross Mass when submitting the pre-advise via NAVIS. Additional fields will be added to Navis to accommodate for this change.

The Navis update will update all Safmarine systems and no further system updates is required from the Shipper.

Below is a mock up of what you can expect to see in Navis:

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The screenshot shows the 'Pre-advise Export Container' software interface. Key elements and callouts include:

- Field Name will change to Verified Gross Mass:** A callout pointing to the 'Gross Weight (kg):' field.
- NEW FIELD ADDED:** A callout pointing to the 'Unit Notes:' dropdown menu, which contains 'Method # 1' and 'Method # 2'. The text explains: 'Dropdown field with Method 1 or 2. If method 2 is selected the SAMSA accreditation becomes a mandatory and if method 1 is selected SAMSA Accr Field becomes greyed out'.
- SAMSA accreditation mandatory and if method 1 is selected:** A callout pointing to the 'SAMSA Accreditation #' field.
- Designated person:** A callout pointing to the 'Designated person' field.
- Duly Authorized person:** A callout pointing to the 'Designated person' field.

At the bottom of the interface, a note states: **It is important to note that for the shipper's weight verification to be compliant with the SOLAS requirement, it must be 'signed', meaning a specific person representing the shipper is named and identified as having verified the accuracy of the weight calculation on behalf of the shipper. James Fisher & sons PLC (Marine services) (UK)*

We are awaiting Transnet Freight Rail to advise on the VGM process at their respective terminals. Further communication will follow once received.

For more information about VGM please [click here](#). Please ensure to share this update with your entire supply chain.

Should you have further queries feel free to contact your local Safmarine office.

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