

Client Advisory - Verified Gross Mass (VGM) Process for USA Exports

June 27, 2016

As of July 1, 2016, the Safety of Life at Sea Convention (SOLAS) mandates all shippers to provide “Verified Gross Mass” (VGM) to marine terminal operator through ocean carrier for every packed container moving in international transport, cannot be loaded onto the vessel without VGM.

In accordance to the SOLAS requirement, and for the convenience of our shippers, PIL is pleased to announce the following simplified process based on the latest regulatory clarification from USCG.

Methods to submit VGM data information to PIL

1. Local Export Cargo (cargo received directly at a marine terminal)

1. PIL’s participating Marine Terminal partners (all except APMT) will weigh, certify for IMO / SOLAS purpose and transmit information via EDI on behalf of our shippers (method 1). **Shipper is not required provide any additional VGM under this approved method with the exception of APMT Terminal.**
2. APMT will also weigh, certify for IMO / SOLAS purpose and transmit information via EDI on behalf of our shippers at a charge of \$10.
3. A Letter of Indemnity (LOI) is required if you choose this method for your VGM submission. The LOI will be provided together with your booking confirmation, signed LOI must be returned prior to cargo in-gate (LOI Link above). Please return signed copy to VGM@USA.PILSHIP.com
4. If providing LOI and paying for a VGM weight is not desired, you can choose below method 2 to submit VGM data information. Shippers are encouraged to send in VGM in advance of gate-in to avoid cargo being rejected at the gate.

2. Intermodal Export Cargo (cargo received at a rail ramp)

1. Terminals are unable to certify weights received from rail as IMO / SOLAS compliant, therefore PIL requires shipper to submit VGM information in the PIL Rail Billing web portal <http://pilagency.com> prior to cargo receiving at rail ramp (screenshot from VGM portal attached). The IPI cargo VGM weight will be sent to PIL’s Marine Terminal partners to ensure shipper’s compliance with the SOLAS regulation.
2. APMT will charge \$85 per container and container will be placed on hold in the case no VGM is received prior to in-gate at the terminal.
3. Terminal will not load a container without a VGM to a vessel that is sailing on or after July 1st 2016. If your cargo has already been received at the rail ramp and is currently in transit to the terminal this week, please ensure you have submitted VGM data information through the VGM portal.

Under the IMO SOLAS Regulations a Shipper remains responsible for the VGM weight and any obligations arising out of any entities or regulatory authority’s refusal to accept or acknowledge VGM calculated in the Shipper’s chosen manner.

By complying with SOLAS convention, PIL remains committed to the safety of our seafarers, the environment and your cargo. PIL will continue to evaluate all policies and procedures, reserving the right to change them as required. Thank you for your valuable support, if you should have any questions please contact your respective Representative.