



Safety is crucial in our industry.

In our current shipping process, the accurate weight of containers is not always given by shippers. 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, a 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.

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1 WHERE ARE WE NOW?

A new IMO regulation will require shippers to verify and provide the container's verified gross mass to the ocean carrier and port terminal representative before being loaded onto a ship.

2 SOLUTION

Containers cannot be loaded to the vessel without the VGM. The container is either stuffed first and then weighed on a weighbridge to get the VGM, or the cargo is weighed and the tare weight of the container is added.

The shippers or shippers' representative then submit the VGM to Maersk Line via one of the following channels: Third party websites, www.maerskline.com, EDI, fax, e-mail or manually submitting the document.

Maersk Line shall always use the last weight received. With the VGM submitted, Maersk Line then prepares the container for loading.

3 METHOD & PROCESS

The shippers need to ensure they provide the VGM for every container before the load list cut-off.

In absence of the VGM, the container cannot be loaded on the vessel.

4 WHAT WILL CHANGE?

With the declaration of VGM before loading, all players in the supply chain can greatly reduce the risk to cargo, containers and ultimately reduce the risk to people's lives due to misdeclared weight.

5 IMPACT ON OUR CUSTOMERS

Maersk Line will assess the impact of VGM regulations issued by governments. Our aim is to ensure an easy submission of the VGM for our customers and an easy exchange of information with the terminals.

6 HOW WE WILL DELIVER?

All parties need to join forces to make one global, uniform solution that is efficient for all and drives the vision of safety. This industry-driven effort cannot be achieved in isolation by individual participants in the supply chain.

7 WHEN DO WE DELIVER?