



TERMINAL INTERMODALE VENEZIA SPA

**COMMUNICATION OF VERIFIED GROSS MASS OF  
PACKED CONTAINER  
PROCEDURE  
  
(VGM)**

Date:10/06/2016

Rev.0

## 1. Foreword

As per regulation VI/2 of SOLAS 74, as amended by resolution MSC. 380(94) dated 21/11/2014 concerning the determination of the verified gross mass (VGM) of packed containers and directives/guidelines issued by the Head Office of Italian Harbour Masters, from 1st July 2016 **Terminal Intermodale Venezia S.p.A. (hereinafter indicated as TIV) will not accept the delivery of full container in export/transshipment** for which the VGM has not been communicated in advance to the terminal (even if the container has a paper certified gross mass)

## 2. Scope

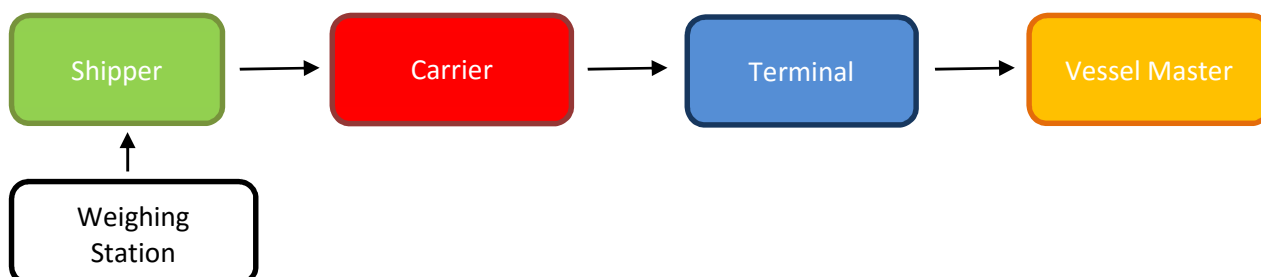
The purpose of this document is to define the communication procedure of the (Verified Gross Mass Packed Container (hereinafter indicated as VGM) between TIV and Parties involved in the new requirement derived from amendment to regulation 2 of of Chapter VI of SOLAS.

## 3. Regulation and references

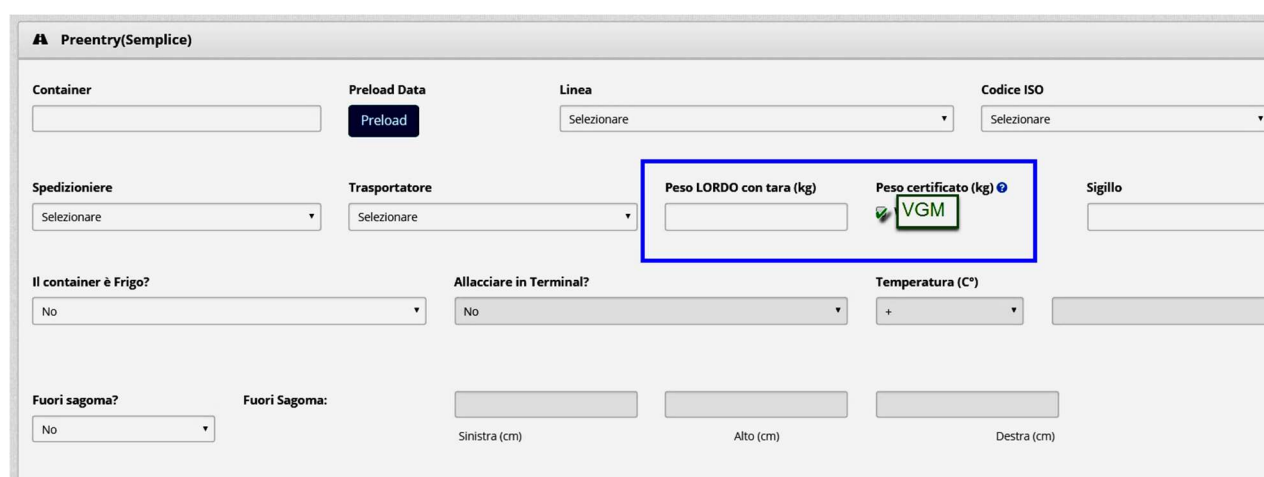
- SOLAS Chapter VI Regulation 2 Paragraphs 4-6  
[http://www.worldshipping.org/industryissues/safety/SOLAS\\_CHAPTER\\_VI\\_Regulation\\_2\\_Paragraphs\\_4-6.pdf](http://www.worldshipping.org/industryissues/safety/SOLAS_CHAPTER_VI_Regulation_2_Paragraphs_4-6.pdf)
- SOLAS Guidelines Regarding the Verified Gross Mass of a carrying container cargo (MSC.1 / Circ.1475)  
[http://www.worldshipping.org/industry-issues/safety/MSC\\_1-Circ\\_1475\\_-\\_Guidelines\\_Regarding\\_The\\_Verified\\_Gross\\_Mass\\_Of\\_A\\_Container\\_Carrying\\_Cargo\\_-\\_Secretariat-.pdf](http://www.worldshipping.org/industry-issues/safety/MSC_1-Circ_1475_-_Guidelines_Regarding_The_Verified_Gross_Mass_Of_A_Container_Carrying_Cargo_-_Secretariat-.pdf)
- Directive of Head Office of Italian Harbour Masters n. 447/2016 dated 05/05/2016
- Communication of Head Office of Italian Harbour Masters - Serie Generale n.125/2016 dated 31/05/2016

#### 4. Communication of the VGM to the Terminal

The regulations provide that the VGM is communicated to the Terminal **directly by the Carrier (or its Agent)** in good time to prepare the vessel stowage plan as for below figure.



Therefore, provided that the **VGM of a container is the one communicated by the Carrier (or its Agent)** before the delivery to the terminal of the container or included in the loading list, to avoid possible rejection of containers with relevant problems for hauliers/rail companies, TIV will accept the delivery of containers for which in the “pre-entry” phases through the TIV web portal the registered user (shipping line/agent or shipper or freight forwarder or haulier) has communicated the VGM marking the dedicated flag (see below figure).



The screenshot shows the 'Preentry(Semplice)' form with various input fields. A blue box highlights the 'Peso LORDO con tara (kg)' and 'Peso certificato (kg)' fields. The 'Peso certificato (kg)' field contains a green checkmark and the text 'VGM', indicating that the VGM has been communicated.

The containers, for which the VGM has not been indicated in advance with the “pre-entry” form, will not be transferred into the TOS (Terminal Operating System) and therefore it will not possible to perform the gate-in operation at TIV.

**Once the container has been delivered to the terminal the user cannot modify the weight anymore.**

TIV personnel are not authorized to insert the VGM (even in presence of a paper with certified weight) or to modify the weight communicated with the pre-entry before having received the final loading list issued by the Carrier/Agent.

TIV will be not responsible and will not accept any debit for any reason or nature due to the rejection of

containers for which the VGM has not been communicate in advance.

In case of differences between the VGM weight indicated in the "PRE-ENTRY" form and the VGM communicated to TIV by the Carrier with the loading list, TIV will charge the authorized user (the one who submitted the pre-entry), or rather the company to which he is appertaining, the change of weight charge amounting to Euro 50.00 per each involved container.

In case the difference, between the VGM weight indicated in the "PRE-ENTRY" form and the VGM communicated to TIV by the Carrier with the loading list, should imply a change in the class of weight, in addition to the above change of weight charge, TIV will debit the authorized user (the one who submitted the pre-entry), or rather the company to which he is appertaining, an additional amount equal to Euro 120.00 for each involved container. The said amount included all yard restows before/during loading operations.

**NO REBUTTALS WILL BE ACCEPTED RELATED TO THE DIFFERENCES IN WEIGHT, SINCE THE ONLY VALID VGM IS THE ONE COMMUNICATED BY THE CARRIER TO TIV.**

**In any case TIV will not load on to the vessel containers without the VGM in the loading list of the Carrier. All related costs for the missed loading, such as but not limited to: change of vessel, change of destination, yard restows, storages, etc., will be charged to the Carrier/Agent.**

## **5. Electronic transmission of the VGM (EDI files)**

TIV is in a position to receive/send the information related to the VGM (such as container ID, booking n°, VGM, etc.) as well as the utilization of EDI files (such as COPARN) according to standard to be agreed with the IT department of TIV ([tiv.info@tiv.it](mailto:tiv.info@tiv.it)) as is the case for the pre-entry procedures of the TIV web portal.

Particularly TIV will have to receive form Carriers/Agents, sufficiently in advance (as per contract agreement), the BAPLIE and COPRAR files including the VGM of all full containers to allow for the preparation of the related loading plan of the vessels.

## **6. Temporary measures**

Considering that the SOLAS regulation in subject will enter into force on 1<sup>st</sup> July 2016 the full containers in export must not be loaded (excluding those in transshipment until 1<sup>st</sup> October 2016) without the VGM even if delivered to the terminal before that date, **TIV as from 20/06/2016 will not accept the delivery of containers to be loaded on vessel with expected sailing from terminal after 30<sup>th</sup> June 2016 without the VGM being communicated in advance.**

**For the containers already delivered to the terminal before 30/06/2016 and that will be loaded, for any reason, on vessels sailing after 30<sup>th</sup> June 2016, the Carrier/Agent must communicate to the terminal the**

**loading list with the VGM of the involved containers. In absence of this information the involved containers will not be loaded on vessel and all related costs (change of vessel, change of destination, yard restows, storages, etc) will be charged to the Carrier/Agent.**

Provided all above and considering the limited period of time before the new SOLAS regulation enter in to force, **TIV for a temporary period from 01/07/2016 to 31/07/2016 will accept, exceptionally, the delivery of full containers in export without being communicated in advance of the VGM** in the pre-entry form (in other terms without the VGM flag marked). In this case if, after receipt of the loading list with the VGM sent by the Carrier/Agent, a difference in weight (with a tolerance of +/-3%) is found between the VGM communicated by Carrier/Agent and the weight indicated in the pre-entry form, TIV will charge authorized user (the one who submitted the pre-entry), or rather the company to which he is appertaining, a cost. In addition to the others as per above item 4) amounting to 120.00 Euro for each involved container.

## **7. Other Conditions**

In the event that TIV has to debit the costs as per above item 4 and 5 and related invoice are not paid at due date (payment within 15 days from invoice date) besides all action to recover the amount, TIV will have the right, without previous notice, to revoke the access credentials of the user and to all users of the involved company, of TIV web portal, until all outstanding invoices have been paid.