

OVERWEIGHT CONTAINERS THE END IS NEAR



Agenda

- Why and how is IAPH involved?
- Draft SOLAS guidelines for verified gross mass of containers
- Current schedule for the SOLAS amendments to enter into force



Why and How is IAPH Involved?

- Overweight or misdeclared weights of containers pose a safety and operational risk for the entire logistics chain.
 - Lead to vessels being improperly stowed, which can adversely affect vessel stability and possible loss of containers overboard.
 - Cause damage to terminal handling equipment
 - Injuries to dock workers while containers are handled in container yards & wharf side
 - Contribute to accidents on highways and railways.



Why and How is IAPH Involved?

- IAPH has been actively lobbying for international requirements for weighing containers for over 5 years.
- 2011 – May: IAPH resolution on the safety of containers in the supply chain was adopted at the Busan Conference



Why and How is IAPH Involved?

- 2011 – December: IAPH joined with the shipping industry (World Shipping Council, International Chamber of Shipping and BIMCO) to work with the IMO on the container weight issue.
- 2012 – January: IAPH member ports survey on “Overweight or Incorrectly Declared Container Issues in Ports”
- 2013 – June: Press release with ICS and WSC titled as “Maritime Industry Asks IMO to Require the Weighing of Containers”
- 2013 – September: Press release with ICS and WSC titled as “Shipping Industry Urges the IMO to Approve Container Weight Verification Requirement”
- 2013 – September: IMO’s sub committee on DSC supports draft amendments to SOLAS Chapter VI requiring the mandatory verification of the gross mass of containers



Draft SOLAS Guidelines for Verified Gross Mass of Containers

- Amendment to SOLAS chapter VI
- Application – containers, ISO tanks and flat racks
- Principles:
 - Shipper responsible for obtaining the verified gross mass of a container
 - No container should be loaded onto a ship unless Master and Terminal have the verified gross mass
- Methods of weighing:
 - Weigh the packed container
 - Weigh the individual packages and aggregate with tare weight of container



Draft SOLAS Guidelines for Verified Gross Mass of Containers

- Shipper is responsible to communicate verified gross mass to ship's Master and Terminal representative in time to be used in preparation of stowage plan. Document communicating the verified gross mass is to be authorised by Shipper's Representative
- Contract of carriage is between Shipper and Shipping Company, not Shipper and Port Terminal. Therefore, it may require Master to share the verified gross mass with the Terminal
- Weighing Equipment
 - Scale, weighbridge, lifting equipment and other equipment should meet the applicable accuracy standards of the Port State



Draft SOLAS Guidelines for Verified Gross Mass of Containers

- Discrepancies in gross mass
 - Verified gross mass replaces all other gross mass measurements
 - Discrepancies between verified gross mass of a container prior to delivery and verified gross mass at the container terminal resolved by using the container terminal figure
 - Containers that exceed the maximum permitted gross mass should not be loaded onto a ship
 - Containers should not be loaded until verified gross mass is obtained. Master or Terminal can obtain verified gross mass on Shippers behalf
- Master's Ultimate Decision
 - Ships Master should only accept a container on board if satisfied that it can be safely transported (in accordance with the Code of Practice for Cargo Stowage & Securing)



Draft SOLAS Guidelines for Verified Gross Mass of Containers

- Possible impact on Terminals
 - Terminals to be equipped with weighing facilities that are calibrated and approved
 - Additional space and investment
 - Additional operations time
 - Submission of information early to enable vessel planning
 - Master has discretion to reject any containers whose weights are unverified hence upsetting vessel and terminal planning
 - Proper system of information dissemination including empty chasis weights



Next Steps

- May 2014-MSC 93 – Draft amendments to SOLAS Chapter approved
- September 2014 – IMO Circular letter
- November 2014 – Adoption of Amendments to SOLAS
- July 2016 – Entry into force



Thank You

