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established expertise

Implementation of SOLAS requirement for Verified Gross Mass of Packed Containers

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Constanta

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IS MANAGED
BY **THOMAS
MILLER**

1968

The year TT Club was established and containers revolutionised freight transport

80%

Percentage of the world's maritime containers insured by TT Club

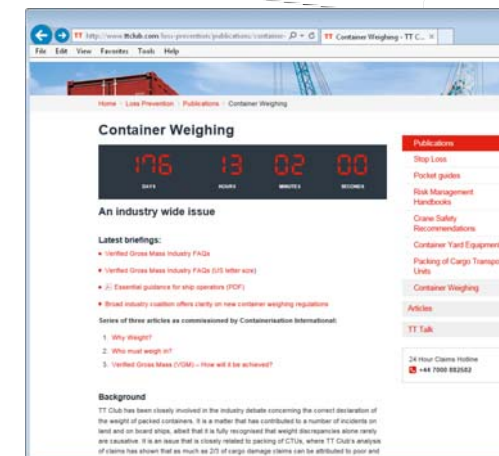
46%

Percentage of the top 100 ports in which TT Club has an insurable interest

800+

The number of transport and logistics operators insured

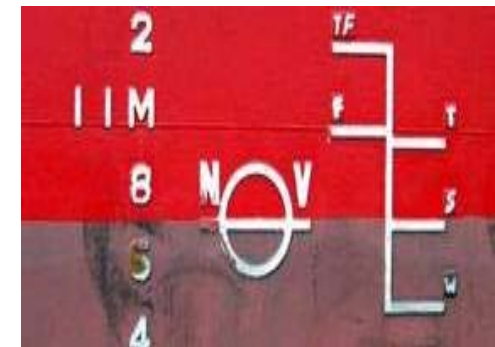
- Participation in all IMO WG sessions
 - Interaction with MARADs
 - Collaboration with key NGOs
 - Liaison with lawyers & solution providers
-
- Media profile (AVE)
 - Advice to Members & industry associations
 - ‘Essential guidance for ship operators’ (with UK P&I Club)
 - Industry FAQ process
 - Dedicated web page





Amendment to SOLAS Chapter VI Part A Regulation 2

- Gross Mass = contents (cargo/dunnage/securing) + tare
- Verified gross mass (VGM) obtained by:
 - (a) either weighing the packed container (*'Method 1'*)
 - (b) or weighing all constituent parts (*'Method 2'*)
- And to be stated on a signed shipping document
- Sent to carrier & terminal for use in stowage planning
- If not, the container shall not be loaded on to a ship



Implementation challenges & opportunities

- Stakeholder clarity
- Calibrated & certified equipment
- Documentary trail



The regulation requires...

- Obtain VGM
- Communicate VGM
- ‘Sufficiently in advance’

What needs to be considered...

- Who is the ‘shipper’
- How best to ‘obtain’ VGM
 - (a) Method 1
 - (b) Method 2
- What is required for effective communication
 - (a) between consolidated/co-load partners
 - (b) shipper → carrier → terminal
- What deadlines apply
- Contractual provisions
- Cargo types



The regulation requires...

- Receive VGM (jointly with the terminal)
- Use VGM in ship stowage planning
- Source VGM if unavailable?
- Not load if no VGM available

What needs to be considered...

- Communication standards
- Clarity with shippers over deadlines
- Agreement with terminals
 - (a) services to be provided
 - (b) exception handling
- Record keeping



The regulation requires...

- Receive VGM (jointly with the carrier)
- Use VGM in ship stowage planning
- Source VGM if unavailable?
- Not load if no VGM available

What needs to be considered...

- In-gate processes & exception handling
- Offering weighing services
 - (a) check-weighing
 - (b) providing VGM
- Contracts & invoicing

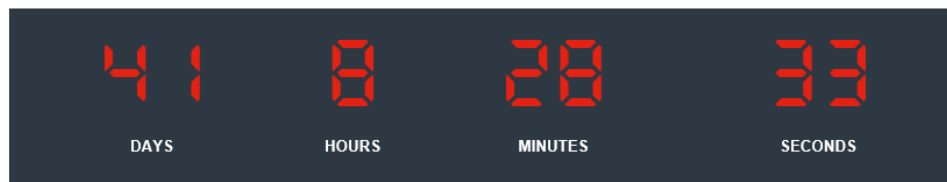


‘Contract of speculation’?

- Bringing about substantial change in culture
- Stakeholders ‘own’ the entire process

Call to action

- Commercial parties (Shippers, Carriers & Terminals)
 - (a) engage with relevant Competent Authorities to clarify M1/M2
 - (b) implement appropriate processes & controls



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Thank you
Any questions?

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