

PORT KLANG AUTHORITY



STANDARD OPERATING PROCEDURE



IMPLEMENTATION OF VERIFIED GROSS MASS (VGM) OF A PACKED CONTAINER AT PORT KLANG



VERSION 2.0
07 November 2017

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This Standard Operating Procedure (SOP) supersedes the previous SOP Version 1 dated 9th May 2016 and all the Circulars/Notices issued by Port Klang Authority on Implementation of Verified Gross Mass (VGM) of a packed container in Port Klang.

1. INTRODUCTION

The International Maritime Organization (IMO) has amended the International Convention for the Safety of Life at Sea (SOLAS), Chapter VI, Part A, Regulation 2 to require the gross mass of a packed container to be verified by the Shipper using prescribed methods prior to stowage on board a ship.

The responsibility for obtaining and documenting the verified gross mass of a packed container lies with the Shipper. A packed container shall not be loaded onto a ship to which the SOLAS regulations apply unless the master or his representative and the Terminal representative receives the verified gross mass of the container.

THIS REGULATION CAME INTO FORCE ON 1ST JULY 2016.

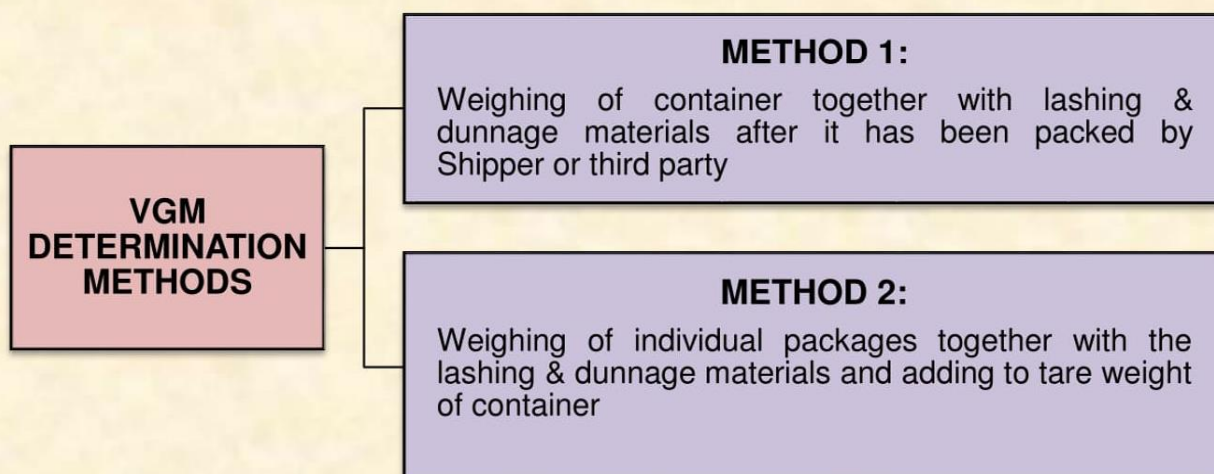
2. BACKGROUND

In Malaysia, the Marine Department (Jabatan Laut Malaysia) is the Competent Authority assigned by the government to oversee the implementation of this regulation. The Marine Department through its Malaysian Shipping Notice (MSN) 02/2016 has made it mandatory for all Shippers to register their companies and declare the method which will be used to obtain the VGM.

The Marine Department requires all weighing machines to be calibrated and certified by **Metrology Corporation Malaysia Sdn Bhd**, a company that is accredited and approved by the Government and to be maintained in accordance to best practices or Quality Management Systems requirements. On compliance to stipulated conditions, the registration will be approved with a validity period of two (2) years.

3. VERIFIED GROSS MASS (VGM) DETERMINATION METHODS

The SOLAS regulation prescribed **two (2) methods** by which the Shipper may obtain the verified gross mass of a packed container:



Individual, original sealed packages that have the accurate mass of the packages and cargo items (including any other material such as packing material and refrigerants inside the packages) clearly and permanently marked on their surfaces, do not need to be weighed again when they are packed into the container.

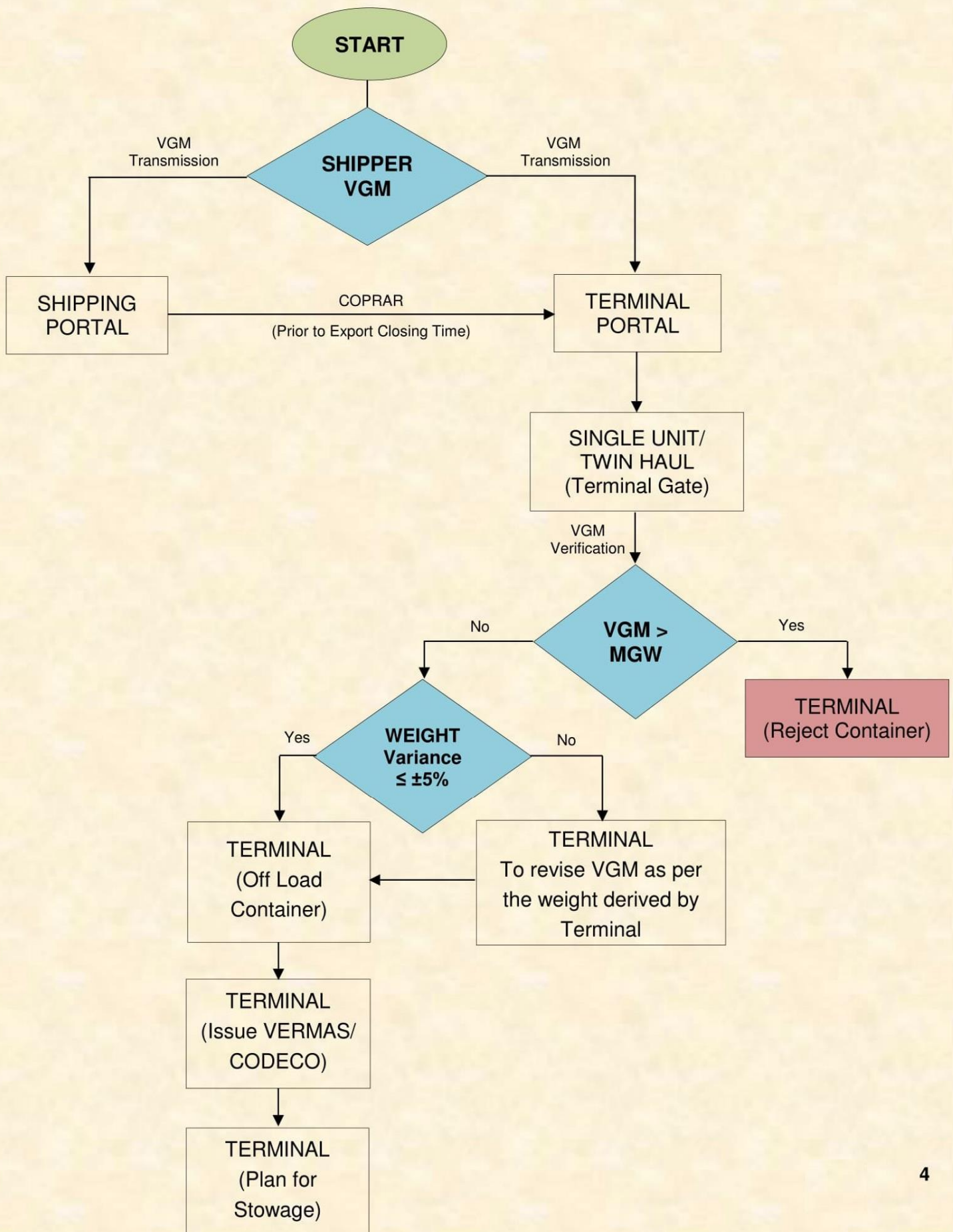
4. VERIFIED GROSS MASS (VGM) TRANSMISSION METHODS

There are **two methods** recommended by SOLAS for VGM transmission to the Terminal Operator and other relevant parties:

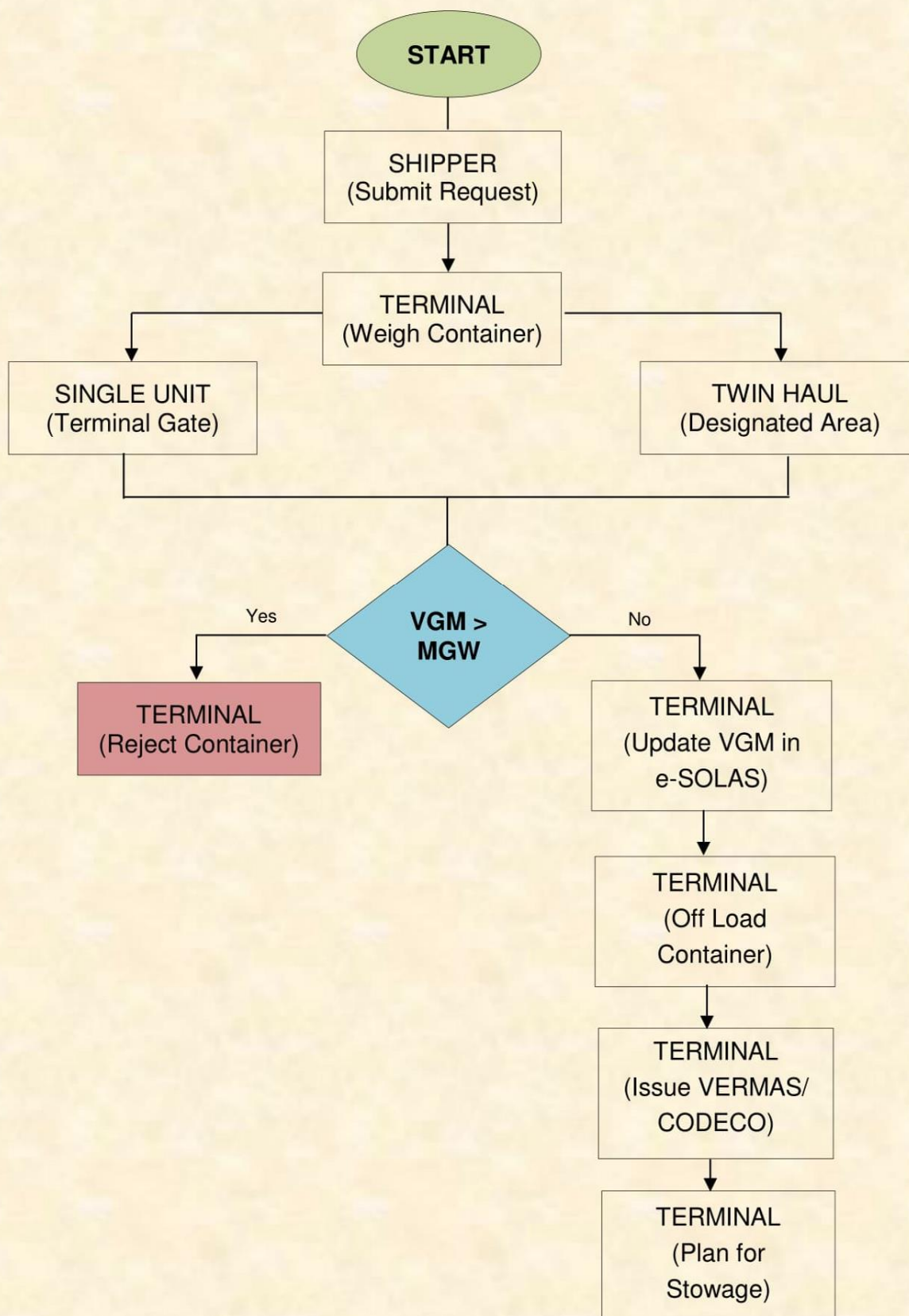
Option 1	Electronic means such as Electronic Data Interchange (EDI) or Electronic Data Processing (EDP)
Option 2	In the Shipping Document which can be a part of the Shipping Instruction to shipping company or a separate communication (eg: weight certificate produced by the weigh station)

5. VERIFIED GROSS MASS (VGM) IMPLEMENTATION MODEL AT PORT KLANG

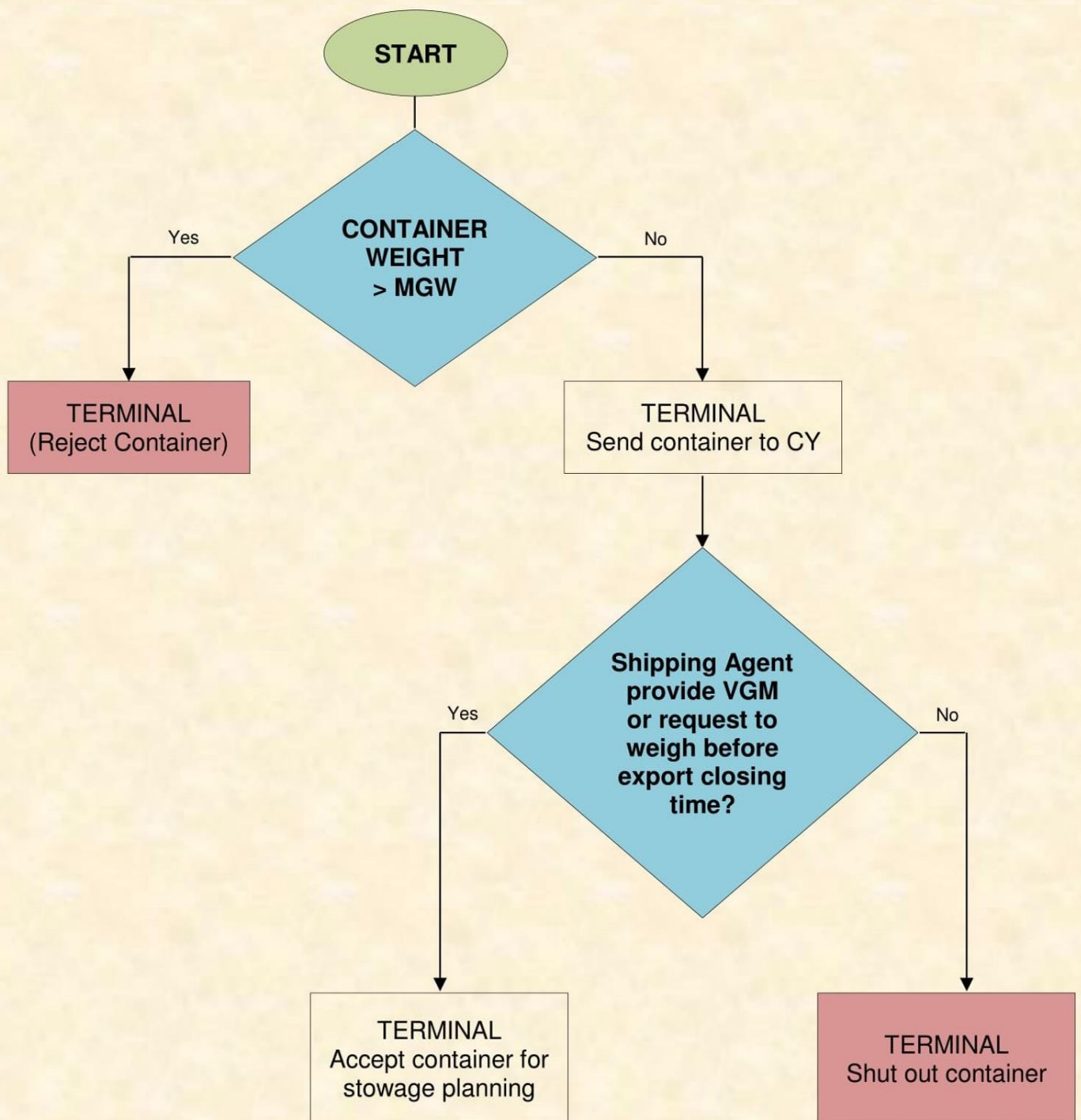
SUBMISSION OF SHIPPER VGM



SUBMISSION OF REQUEST TO TERMINAL OPERATOR TO OBTAIN VGM



**CONTAINER GATE-IN WITHOUT SHIPPER VGM OR REQUEST TERMINAL
FOR WEIGHING**



A. SHIPPER'S ROLE AND RESPONSIBILITIES

- i. The Shipper shall register with Marine Department Malaysia and is required to indicate the method (Method 1 or 2) that will be used to obtain the VGM. The Shipper may also choose Terminal weighing facility, which is under Method 1 to obtain the VGM.
- ii. For FCL container, once the VGM has been obtained, the Shipper or their Forwarding Agent shall transmit the VGM to the Shipping Line/Agent by means prescribed by the respective Shipping Company. Nevertheless, the Shipping Company may also request the Shipper to transmit the VGM directly to the Terminal via e-SOLAS portal.
- iii. For LCL container, the Freight Forwarder as a Shipper or the CFS Operator as a Consolidator shall transmit the VGM to the Terminal. In such cases, the Freight Forwarder as a Shipper shall register with Marine Department Malaysia.
- iv. In the event the Shipper is unable to obtain the VGM for FCL / LCL container, then they can request the Terminal to issue the VGM via e-SOLAS portal. As for FCL container, request for Terminal weighing has to be done prior to container gate-in whereas for LCL container, the request shall be made upon packing of the container at CFS/warehouse in the port.
- v. For OOG container, the Shipper may use third party weighing station to obtain the VGM and submit it to the Terminal prior to gate-in, as the Terminals do not provide weighing services for OOG containers. However, the Terminal can also accept Shipper VGM for OOG container subject to the following conditions:
 - Shipper is registered under Method 2 with Marine Department Malaysia;
 - The weight is marked or printed permanently on the surface of the cargo or on the plate permanently attached with the cargo indicating the weight;
 - The cargo weight, tare weight of flat rack and lashing materials are added to obtain the VGM;
 - The VGM is transmitted to the Terminal via the e-SOLAS portal and attached with the photos of the weight markings or permanently attached plates of the weight of the cargo.

B. SHIPPING COMPANY'S ROLE AND RESPONSIBILITIES

- i. The Shipping Company shall inform the Shipper who enters into a Contract of Carriage to register with Marine Department Malaysia and inform the means of VGM transmission.
- ii. The Shipping Company shall ensure that export booking has been created in Terminal Operating System prior to releasing container by Depot Operator and inform Depot Operator to update container number in Terminal Operating System immediately upon releasing the container.
- iii. In the event the Shipper submits the VGM to the Shipping Company, then it should be transmitted to the Terminal prior to export closing time.

C. HAULAGE OPERATOR'S ROLE AND RESPONSIBILITIES

Haulage operators are required to register and pre-declare the tare weights (Berat Tanpa Muatan) of their prime movers and trailers into the Port Klang Net system based on the information contained in the permits issued by SPAD.

The Terminal will subtract the tare weight of prime mover and trailer together with a fixed weight for fuel (200 kg) & spare tyre (400 kg) in order to obtain the VGM of a container.

RA Office Portal - Main Page

http://www....om&ROC_RN=1

www.my1port.com/Forms/LPKRegistration/CompanyRegistrationBM.aspx?ROCNC

PORT SINGLE WINDOW FOR MARITIME & LOGISTICS COMMUNITIES

Home Reference Code SCN Listing Contact Us Help

User Registration Form | Borang Daftar Masuk

Butiran Syarikat Butiran Pengarah Butiran Pemegang Saham Prime Mover & Trailer Butiran Fasiliti Dokumen Pengakuan Hantar Ter

Prime Mover

Nombor Pendaftaran | Prime Mover Reg. No :

PM ID :

Berat Tanpa Muatan (BTM) | Net Weight : /KGM ** valid value should be more than (>) 1,000KGM & less than (<) 10,000KGM

*** Berat Tanpa Muatan (BTM) berdasarkan permit pihak berkuasa pengeluar termasuk peralatan tambahan seperti "LNG Cylinder", "Generator Set" dan sebagainya.

#	No	Nombor Pendaftaran Prime Mover Reg. No	PM ID	Berat Tanpa Muatan (BTM) Net Weight
☐	0001	12345	123456	3000.0000

Trailer

Nombor Pendaftaran | Trailer Reg. No :

Berat Tanpa Muatan (BTM) | Net Weight : /KGM ** valid value should be more than (>) 1,000KGM & less than (<) 10,000KGM

*** Berat Tanpa Muatan (BTM) berdasarkan permit pihak berkuasa pengeluar termasuk peralatan tambahan seperti "Generator Set" dan sebagainya.

#	No	Nombor Pendaftaran Trailer Reg. No	Berat Tanpa Muatan Net Weight
☐	0001	12344	4000.0000

D. TERMINAL OPERATOR'S ROLE WHEN VGM IS PROVIDED BY SHIPPER

- i. **For single unit container**, the Terminal will verify the Shipper VGM at the gate. **If the Terminal's derived weight is within $\pm 5\%$ of the VGM declared by the Shipper, the container will be accepted and planned for stowage.**
- ii. **The Terminal will revise the VGM as per the weight derived by the Terminal if the variance is more than $\pm 5\%$** and proceed with the stowage planning. The Shipper shall indemnify the Terminal against any liability arising from the VGM revision.
- iii. As for **twin hauled containers (back to back)**, the Terminal will verify Shipper VGM at the Terminal gate. **If the total weight obtained by the Terminal for both containers is within $\pm 5\%$ of the total VGM declared by the Shipper then both containers will be accepted for stowage planning. Otherwise the containers will be directed to the designated area to be reweighed individually and the VGM for each container will be revised.**
- iv. In any case, if the weight of the container exceeds the Maximum Gross Weight (MGW), the container will be rejected by the Terminal.

E. TERMINAL OPERATOR'S ROLE WHEN TERMINAL IS REQUESTED BY SHIPPER TO ISSUE VERIFIED GROSS MASS (VGM)

- i. **For single unit container**, the Terminal will weigh the packed container at the gate using Method 1 and will issue the VGM.
- ii. As for **twin hauled containers (back to back), LCL containers from CFS within the port area and containers hauled from PKFZ**, they will be directed to a designated area at the Terminal where the VGM will be obtained by using a stacker which is fitted with a weighing mechanism.
- iii. If the weight of the container exceeds the Maximum Gross Weight (MGW), the container will be rejected by the Terminal.
- iv. Shippers requesting weighing and VGM services from the Terminal shall agree to the disclaimer clause as below:

DISCLAIMER

“By using the port facility and or system, the user hereby agrees without qualification that all information provided by the port including container weight information (Verified Gross Mass/VGM) are for general reference only. The port in providing such information , do so under its best knowledge at the time of issuance subject always to the condition that there shall be no express or implied warranty or representation on the accuracy of such information provided . The port disclaims liability for any error or omission of any information provided and the users are advised to seek independent verification for the information provided from the Shipper”.

6. WEIGHING CHARGES

The charges for weighing services rendered by Terminals at Port Klang are as follows:

WEIGHING SERVICES	
20'/40'/45' (Single Unit)	RM 5.00 / per container
20' (Twin Haul)	RM 30.00 / per container

Note

1. The parties to be billed for weighing charges by the Terminal are as follows:
FCL container - Forwarding Agent / Shipper
LCL container - CFS / Warehouse Operator.
2. As for LCL containers, the Freight Forwarder will impose a charge of **RM 2.00/m³** to the Shipper.

FREQUENTLY ASKED QUESTIONS

Q1: I have a weighbridge at my premise and I have registered with Marine Department to obtain VGM using Method 1. However, can I choose Terminal facility to issue the VGM as a contingency plan?

A1: Yes. You can choose the Terminal facility to issue the VGM as a contingency plan and must be indicated in the registration.

Q2: I have registered with Marine Department and declared to obtain VGM using Method 1 and 2. Can I estimate the VGM and transmit it to Terminal and Shipping Line / Agent?

A2: No. Estimation of VGM is not permitted.

Q3: Can I send the container to the port without submitting the VGM to the Shipping Company / Terminal or requesting the Terminal to issue the VGM?

A3: It is not recommended. However, the Shipper / Forwarding may request the Terminal to weigh the container after gate-in. Terminal will impose two (2) Extra Movement Charges (EMC) and weighing charges.

Q4: As a Shipper, do I have to pay the Terminal for weighing my container although I have transmitted the VGM to the Terminal?

A4: No. The Shipper need not to pay for weighing if the VGM is transmitted to the respective Terminal or Shipping Company. However, if the Shipper VGM is more than $\pm 5\%$ of Terminal VGM then Terminal will revise the VGM and charge accordingly.

Q5: I want to register with Marine Department and select the Terminal weighing facility to obtain the VGM. Where should I get the Form D?

A5: Form D for weigh bridges at Terminals (Northport / Westports) have been submitted to Marine Department. Thus, the Shipper not required to submit the Form D to Marine Department.

Q6: As a Shipper, do I have to attach weight certificate / slip when submitting VGM to Terminal?

A6: No. Shipper need not to attach weight certificate / slip when submitting VGM to Terminal.

Q7: Who should request the Terminal to issue the VGM for LCL containers consolidated in the port?

A7: The CFS / Warehouse Operator shall request the Terminal to issue the VGM.

Q8: Who shall provide the VGM for transshipment container?

A8: The loading port (exporting country) shall provide the VGM through the shipping line or its Agent before it is loaded on the 2nd Carrier in Port Klang.

Q9: Do I need to provide the VGM for import re-export containers?

A9: Yes. VGM is applicable for import re-export containers in the port.

Q10: Is $\pm 5\%$ variance still applicable to verify and revise Shipper VGM by Terminals?

A10: Yes. Shipper VGM will be verified at the gate and if the Shipper VGM is more than $\pm 5\%$ of Terminal VGM then it will be revised and charged accordingly.

Q11: Does the Terminal charge GST for weighing services?

A11: No. Terminal is not charging GST for weighing services.

Q12: Does the Terminal provide weighing services for ex-rail containers?

A12: No. The Terminal does not provide weighing services or issue VGM for ex-rail containers. Shippers of such containers shall obtain the VGM and submit the information to the Terminal via e-SOLAS Portal prior to gate-in at Terminal.