

SOLAS COMPLIANCE FOR SHIPPERS

NAVIGATE SOLAS WITH UWL



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THINGS YOU NEED TO KNOW ABOUT SOLAS

With the new container-weighting rule going into effect on July 1, there are a lot of questions surrounding SOLAS. Here are five important considerations that all shippers should understand. Each one will help you to successfully implement the new SOLAS amendment.

1 WHAT IS THE NEW SOLAS RULE?

To eliminate overweight shipments and to ensure the well-being of seafarers and shore-side workers, the International Maritime Organization (IMO) will enforce, starting July 1, 2016, a new amendment to SOLAS and require shippers to verify a packed container's weight before it can be loaded onto a ship for export.

> WHO IS THE SHIPPER?

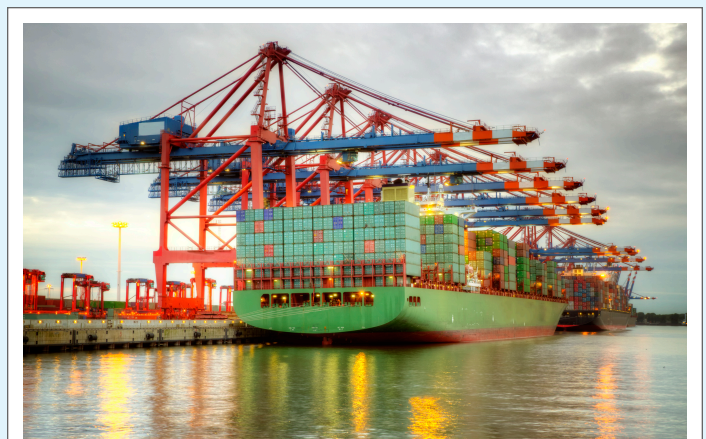
The shipper is the cargo owner, exporter/importer, NVO freight forwarder, or a logistic service provider.

> WHAT IS VERIFIED GROSS MASS (VGM)?

VGM is the total weight of each packed container. This includes all packaging and cargo items (including dunnage, pallets, other securing material, etc.) as well as the container tare and all additional loading equipment.

2 WHO IS RESPONSIBLE FOR SOLAS?

All shippers must provide a signed Verified Gross Mass (VGM) of all packed export containers (this includes all standard sea freight containers, tank containers, flat rack and bulk containers) in order to comply with the new SOLAS rule.



THE IMPACT OF SOLAS

The Safety of Life at Sea (SOLAS) Convention in its successive forms is generally regarded as the most important of all international treaties concerning the safety of merchant ships.

3 UNDER THE SOLAS AMENDMENT, THERE ARE TWO PERMISSIBLE METHODS FOR DETERMINING VGM:

Weighing the container after it has been packed and sealed, using calibrated and certified equipment (e.g. the terminal weighs the container, and when duly authorized, verifies the VGM on behalf of the shipper).

OR

Weighing all cargo and contents of the container and adding those weights to the container's tare weight, using calibrated and certified equipment (e.g. the shipper and carrier reach agreement whereby the shipper verifies the weight of the cargo, dunnage and other securing material, and the container's tare weight is provided and verified by the carrier). This method allows for VGM confirmation by the shipper prior to the time the container is gated. Alternately, this method allows VGM confirmation by terminals as part of OSHA compliance at the time the container is gated in, should this be approved by all parties.

4 CHALLENGES OF SOLAS

- If required, VGM information may affect logistics efficiency and disrupt global containerized supply chain
- Ensuring safety of cargo and a streamlined logistics strategy
- Proper documentation and submission of VGM to carriers
- Access to necessary information and timely notifications in case of missing VGM or late submission

5 UWL SOLUTIONS

Containers will not be placed on board the vessel unless the verified gross mass (VGM) of the containers has been communicated and documented in advance. VGM is defined by IMO as "the combined mass of a container's tare mass and the masses of all packages and cargo items, including pallets, dunnage and other packing material and securing materials packed into the container."

According to SOLAS regulations, the shipper will be responsible for the weight accuracy and the VGM as defined in the IMO Guidelines. If the shipper provides any untimely and/or inaccurate information, the shipper will be liable and responsible to UWL and/or carrier for any fines, penalties, delays, additional costs of any kind (e.g., demurrage, detention, storage, etc.), damages or losses resulting therefrom.

In order to ensure compliance with this requirement, UWL has created a VGM Form that shippers must download and submit at www.shipUWL/SOLAS

Upon completion of container loading, please complete the online form to notify your UWL Logistics Expert before the VGM deadline provided by the local origin port authority. UWL will provide confirmation of receipt for your completed and accepted UWL VGM Form:

- VGM Method Applied
- Booking Number
- Container Number(s)
- Verified Weight for Each Container
- Approval & Signature of an Authorized Representative of the Shipper



These five essential components will help you successfully navigate the new container-weighing rule. Although there is so much happening relating to the SOLAS amendment, partnering with an experienced asset-based forwarder is key. **UWL is here to help.**

ABOUT UWL

UWL is a full service, asset-based global 3PL. We are fully licensed and bonded to provide freight forwarding, customs house brokerage, ocean freight (FCL, LCL), bulk liquid logistics, supply chain visibility, vessel chartering services and project cargo and airfreight internationally. We also provide road and rail freight, overweight cargo solutions, domestic truck brokerage (FTL/LTL), warehousing and distribution using our network of 20 warehouses strategically located across the U.S. We use technology to tie these services together to provide worldwide, integrated solutions. UWL is headquartered in Cleveland, Ohio with additional management offices across the U.S., Asia, Europe and South America.

DISCLAIMER

Our information is compiled from a number of reputable sources that to the best of our knowledge are accurate. It is always the intent of UWL to present substantiated information. The company accepts no liability or responsibility for the information published herein.

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Upon completion of container loading, please complete the online UWL VGM Form to notify your UWL logistics expert before the VGM deadline provided by the local origin port authority. UWL will provide confirmation of receipt for your completed and accepted, UWL VGM Form.

To learn more, please visit www.shipUWL.com/SOLAS

Thank you for being a valued UWL customer. If you have additional needs in transportation, logistics, supply chain management or sourcing, please contact a UWL expert today.

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