



MCC World International Pty Ltd

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Dear Valued Customers

Re: Safety of Life At Sea (SOLAS) Verified Container Weights for Export Containers

Effective from 1 July 2016 revisions to the SOLAS Convention, adopted by the International Maritime Organization (IMO), and applied as law for Australia under the Navigation Act 2012, and subordinate Marine Orders will come into effect. The Australian Maritime Safety Authority will enforce Verified Gross Mass on shipping documents as declared on container Pre-Receive Advice (PRA's). This will have practical implications for all clients shipping product in export containers. Please see the background summary in Appendix1 attached below.

MCC World International completes PRA's for many of our clients. As the issuer of the PRA we must now verify the gross weight of the product is accurate. There are two acceptable methods in verifying the gross mass. One is to weigh the container after it is packed. The other is to weigh the goods being packed into the container. MCC will only be able to use the second method for completing PRA's if clients supply us with the verified gross weight of their products (including packaging) prior to containers being packed.

We request clients verify both their gross weights and net weights of all products packed within the containers. Once you have verified your products gross weight (including packaging) and forwarded MCC the updated information would you please complete the declaration attached in Appendix 2 below. The declaration is a confirmation that you have verified that the gross weight (including packaging) of the product sent is accurate in accordance with SOLAS Verified Container Weights for Export Containers regulations.

From 1 July 2016 MCC will not be able to complete PRA's for clients that have not verified their product weights. If you have not verified your product weights, we will need to have containers separately weighed (as per method 1). We will require a verified container weight certificate to complete a PRA.

Please note, Verified Gross Mass is not required on containers traveling between Victoria and Tasmania, but are required for coastal vessels using international vessels.

Yours Sincerely,

Operation Team

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Appendix 1:

Safety of Life At Sea (SOLAS) Verified Container Weights

Background

Incorrectly declared containers can cause problems for ships and for workers at container terminals. For ships, accurate weight is required so that containers are placed and stowed evenly to maintain the stability of the ship during the whole voyage.

Additionally, for loading and unloading ships and workers safety, the adequacy of securing devices used to attach containers to vessels and the selection of suitable lifting/loading equipment is reliant on knowing the correct weight of containers.

Requirements and effective date

From 1 July 2016, revisions to the SOLAS Convention, adopted by the International Maritime Organization (IMO), and applied as law for Australia under the Navigation Act 2012, and subordinate Marine Orders will come into effect. These SOLAS amendments will provide that:

The shipper will be responsible for verifying the weight of the container and providing the verified gross mass (VGM) to the Master on the shipping documents.

To do this the shipper can use either method below:

Method 1: Weighing the packed container (Weighbridge Fee will be incurred)

Method 2: Weighing all the cargo and all other material loaded into the container and adding the weight of the empty container (marked tare weight) to calculate the gross mass.

In respect of both method 1 and 2, the weighing equipment used must meet the applicable accuracy standards and requirements of the Australian National Measurement Act 1999 and regulations, including weighbridges, platform scales, pallet or industrial scales.

As per the regulation , either of the TWO APPROVED METHODS must be used to be declare the verified gross mass:

Method 1

Real weight of the container including tare when cargo is packed



Method 2

Addition of the whole cargo including packing and the tare weight of the container



How this will be implemented in Australia?

Australia will amend Marine Order 42 (Cargo, stowage and securing) 2014 (MO42), to include: Shippers will be responsible for verifying the weight of the container on shipping documents. This equipment must meet the IMO standards of 'calibrated and certified equipment'.

Penalties for non-compliance

Marine Order 42 – Section 11

(1) The shipper for a packed container must ensure that the VGM: (a) is stated in the shipping document for the container; and (b) is obtained in accordance with this Order.

****Penalty: 50 penalty units.**

(2) An offence against subsection (1) is a strict liability offence.

(3) A person is liable to a civil penalty if the person contravenes subsection (1).

****Civil penalty: 50 penalty units (currently \$180 per penalty unit = \$9,000).**

Marine Order 42 – Section 12



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(1) A person may load a packed container on a vessel only if the shipping document for the container states the container's VGM.

****Penalty: 50 penalty units.**

(2) An offence against subsection (1) is a strict liability offence.

(3) A person is liable to a civil penalty if the person contravenes subsection (1).

****Civil penalty: 50 penalty units.**



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Appendix 2:

Safety of Life At Sea (SOLAS) Verified Product Weight Declaration

Company Name:

Company Address

Container No.:

Vessel:

Goods Weight:

Container Tare Weight:

We declare that we have verified both the net and gross weight (including all packaging) of all products we have packed into export shipping containers and the figures sent to MCC World International are as accurate in accordance with SOLAS Verified Container Weights for Export Containers regulations.

I acknowledge that this declaration is true and correct;

[Full name]

[Official Title]

.....

Signature of person making this declaration

[Date]