Activities related to the SOLAS VGM

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EDI Standardisation Expert in Japan
(70th SMDG meeting in Sankt Petersburg, 28th Sept. 2017)
Agenda

1. Review & amend the existing laws by MLIT before 1st July, 2016
2. VGM data flow agreed among the stakeholders after 1st July, 2016
3. Survey the present business process in Japan after 1st July 2016
4. Survey the present status in some foreign countries after 1st July, 2016
5. An action in 2017
Agenda

1. Review & amend the existing laws by MLIT before 1st July, 2016
Following the amendments to the SOLAS Convention, the ministerial ordinance and notifications relevant to the Ship Safety Law were revised and enacted in April 2016, and the guideline for smooth implementation was prepared and published to promote understanding of the system and explain interpretation and procedures.

- Overview of Institutionalization of the method of gross mass verification of maritime exporting containers from JAPAN
- Ministerial Ordinance Revising Part of the Regulations, etc. for the Carriage and Storage of Dangerous Goods in Ship
- Notification Setting out Verification Methods, etc. for Mass of Maritime Containers to be Loaded with Special Cargo
- Notification Setting out Verification Methods, etc. for Mass of Maritime Containers to be Loaded with Dangerous Cargo
- Guideline for Verification Methods for Gross Weight of International Maritime Export Containers
- Manual for Verification Methods for Gross Weight of International Maritime Export Containers
Parties who will verify the gross weight of such containers must apply the Notification issued by MLIT or use the data on Registration to MLIT and prepare operating procedures in commercial format before 1st July 2016, when the SOLAS amendment will be in force.

- A shipper who verifies gross mass of the containers by itself (Notification)
- A third party which verifies gross mass of the containers as consigned by a shipper for commercial purposes (Registration)
Necessary information required for the Notification

Property of an applicant

I. Company name, address, name of its representative and its corporate number assigned by National Tax Agency

ii. Business category and abstract

iii. Person in charge of the weighing process and his/her title

iv. Addresses of places where the weighing process is carried out in accordance with Method 1 or 2

v. Measurement category to be applied (Method 1, Method 2 or both)

Required attachments

I. Reference documents required for weighing the packed containers (document name, document number, issued date, etc.)

II. Copies of the certificate of ISO 9001 or AEO (Authorized Economic Operator), if applicable
Necessary information required for the Registration

**Property of an applicant**

I. Company name, address, name of the representative and the corporate number assigned by National Tax Agency
II. Addresses of places where the weighting process is carried out in accordance with Method 1 or 2
III. Person in charge of the weighing process and his/her title
IV. Measurement category to be applied (Method 1, Method 2 or both)

**Required attachments**

I. The Articles of Incorporation and The Certificate of Registered Matters
II. Executive officers and their profiles
III. Documents ensuring the measurement equipment used for weighing packed containers in accordance with Method 1.
IV. List of the persons engaging in weighing packed containers
V. Operational procedure for weighing
VI. Certification licenses, registers or equivalent documents ensuring whether the persons assigned for the job are qualified with adequate knowledge and experience to carry out the required procedure
VII. Copy of the ISO 9001 certificate or that of AEO (Authorized Economic Operator), if applicable
第1号様式
届出書

国土交通大臣 殿

氏名又は名称
法人にあってはその代表者の氏名 印
法人にあっては法人番号 住所

自ら輸出コンテナの総重量を確定する者として、特殊貨物を収納する海上コンテナの質量の確定方法等を定める告示（平成28年国土交通省告示720号）第6条第1項の規定に基づき届け出ます。

業務の種類及び概要

届出に係る担当部門の責任者氏名、職名、連絡先
コンテナ総重量を確定させる業務を行う事業所の所在地及び名称

コンテナ総重量の確定方法

方法１・方法２

(注) 1 用紙の大きさは、日本工業規格A例4番とすること。
2 必要な場合には、「別掲」として必要な文書等を添付すること。

第5号様式
登録申請書

国土交通大臣 殿

氏名又は名称
法人にあってはその代表者の氏名 印
法人にあっては法人番号 住所

荷送人等の委託を受けてコンテナ総重量の確定を行う者として、特殊貨物を収納する海上コンテナの質量の確定方法等を定める告示（平成28年国土交通省告示720号）第7条第2項の規定に基づき申請します。

コンテナ総重量を確定させる業務を行うと仮する事業所の名称及び所在地
（事業所名）

登録に係る担当部門の責任者氏名、職名、連絡先
コンテナ総重量の確定の区分

方法１・方法２

(注) 用紙の大きさは、日本工業規格A例4番とすること。
### Numbers of shippers/third parties for weighing a container

<table>
<thead>
<tr>
<th>Area</th>
<th>Nos. of shipper (Notification)</th>
<th>Nos. of third Party (Registration)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hokkaido</td>
<td>35</td>
<td>22</td>
<td>57</td>
</tr>
<tr>
<td>Tohoku</td>
<td>69</td>
<td>31</td>
<td>101</td>
</tr>
<tr>
<td>Kanto (Tokyo)</td>
<td>1,719</td>
<td>641</td>
<td>2,360</td>
</tr>
<tr>
<td>Hokuriku</td>
<td>86</td>
<td>30</td>
<td>116</td>
</tr>
<tr>
<td>Chubu(Nagoya)</td>
<td>456</td>
<td>154</td>
<td>610</td>
</tr>
<tr>
<td>Kinki (Osaka)</td>
<td>835</td>
<td>342</td>
<td>1,177</td>
</tr>
<tr>
<td>Chugoku</td>
<td>117</td>
<td>71</td>
<td>188</td>
</tr>
<tr>
<td>Shikoku</td>
<td>65</td>
<td>35</td>
<td>100</td>
</tr>
<tr>
<td>Kyusyu</td>
<td>211</td>
<td>101</td>
<td>312</td>
</tr>
<tr>
<td>Okinawa</td>
<td>11</td>
<td>4</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,604</strong></td>
<td><strong>1,432</strong></td>
<td><strong>5,036</strong></td>
</tr>
</tbody>
</table>

Source: The Maritime Bureau of MLIT as of end of March, 2017
2. VGM data flow agreed among the stakeholders after 1\textsuperscript{st} July, 2016
Current VGM data flow among the parties concerned

1. **Shipper**
   - Gate-in slip
   - Truck company

2. **Cont. Terminal**

- **Shipping Lines’ company name**
  - Vessel’s name & Voyage No.
  - Equipment No.
  - Seal No.
  - Size & Type
  - VGM in K/T
  - Discharging Port
  - Final destination
  - Shipper’s name

- **Freight forwarders’ name**
  - Verification date
  - Responsible person for VGM

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Current VGM data flow among the parties concerned

1. Pre-notification using web-entry service
2. Presentation of pre-notification
3. Instruct where the container is stowed in the terminal

A big merit after web-entry:
Gate-in congestion was eliminated within two weeks after web-entry system was launched
Current VGM data flow among the parties concerned_2

- The CODECO and/or Excel sheet have/have been implementing among big terminal operators and shipping lines.
- However Facsimile (Fax) has been used among local terminal operators and shipping lines except a few main ports container terminals.
3. Survey the present business process in Japan after 1\textsuperscript{st} July 2016
The SOLAS Convention was revised in 2014 and went into effect in Oct., 2016. The revised Convention requires the shipper on a bill of lading to provide the captain of the vessel with VGM. In addition, the person who verifies the responsibility for the weight must provide a signature with the weighing method of verification of a container.

Many stakeholders are included about the VGM data transmission, Shippers/their agents, Shipping companies/their agents, Terminal operators, Weighing parties. The Export containers handled including transshipped container in Japan are around 9 millions, which shows much huge volumes of data is transmitted between the parties. The IMO Guidelines recommends to implement EDI between the parties concerned. Do they have any inconvenience to transmit the VGM using a “Gate-in Slip” after 1st July, 2016?

In addition, in Japan, requirements have been established for scales that can be used for verification of container cargo weights (scales specified under the Measurement Law, or properly calibrated and adjusted with instrumental error of within ±5%). However, the Japanese Government needs to know the current status of weighing in foreign countries and the introduction status of the system in each country.

MLIT understands the container weight data transmission after the revision of the SOLAS Convention and trends in other countries. This survey is conducted in order to obtain basic knowledge and inconvenience/problems behind the current data transmission such as ensuring quality of data by stakeholders and future utilization of electronic data transmission methods.
Survey on actual situations between parties concerned in Japan and in some foreign countries conducted by MLIT_2

1. **Survey & study of the way of transmission & determination about VGM**
   - Interview with shippers/agents (freight forwarders)
   - Interview with shipping lines
   - Interview with container terminal operators
   - Interview with weighing company

2. **Study of weighing machines**
   - Interview with weighing machine manufacturers

3. **Collection present situation from other countries**
   - Support from SMDG’s members and others
     - Review & revise the existing laws and how to notify them to the stakeholders
     - How to authorise a weighing party as an official weighing party
     - Flow of the VGM data between parties concerned
     - An enforcement threshold
     - Relations between the VGM and PSC (port Stay Control)
Data transmitted from a shipper (their agents) to a carrier

From Gate-in slip

- Shipping line
- Vessel’s name & voyage #
- Booking #
- Equipment #, size & type
- Seal #
- VGM in k/t
- Discharging port
- Shipper’s name
- Freight Forwarder’s name & address
- Responsible person
- Verification date
- Information related to DG, Refer, Cargo type and etc.

Core information in this use case:
- Message sender (might be different from shipper)
- Container ID
- Verified Gross Mass
- SOLAS shipper (party)
- Authorized person at shipper including its signature
- Method used for determining VGM and applying party

Dependent on business agreements it might be advisable to transmit additional information:
- Carrier’s booking number
- Contact details of authorized person and or shipper
- Verification date
- Seal number
- Shipper’s internal reference
- Vessel / voyage identification

From SMDG’s VERMAS MIG Ver.1.0

70th SMDG meeting in Sankt Petersburg
VERMAS in the Process Chain

Recommended VERMAS in the Process Chain in Japan

Shipper → Carrier → Terminal

Only BAPLIE

IFTMIF, IFTMIN or VERMAS

COFRAM, COFRAB or VERMAS

CODECO or VERMAS

VERMAS

Weighting Station

Vessel Master

BAPLIE
An outstanding issue about quality check of weighing parties authorized

1. Over 5,000 weighing parties are registered & authorised

2. MLIT published the guidelines & manual as follows;
   - Guideline for Verification Methods for Gross Weight of International Maritime Export Containers
   - Manual for Verification Methods for Gross Weight of International Maritime Export Containers

3. How to audit weighing parties’ quality check whether they might be weighing a stuffed container by the guideline and/or the manual?
4. Survey the present status in some foreign countries after 1st July, 2016
a. Following the revision of the SOLAS Convention, have any revisions been made to systems under national laws and regulations, and have the parties concerned been made aware of these revisions? If revisions to systems and awareness rising have been implemented, could you please provide any public documents including the laws or notifications, or the URLs of publishing websites if possible.

b. Is a system in place for filing and registering the shipper or the shipper's agent of an export container for which weight verification is required under the revised SOLAS Convention, or a third party who performs weight measurement (verification) on behalf of the shipper (measurement company, etc.) with the government or the corresponding bureau or organization?

c. If there is a system as in b), could you please provide any public documents including the laws, etc. that form the basis for this system, or the URLs of publishing websites? Is information on filed and registered companies (names, addresses, etc.) published externally or made available for reference? Also, does the organization, etc. that receives filings and registrations undergo regular audits, etc. (including by a third party certification company)? If it does (or has already), is information such as the frequency (once a year, etc.), and audit items and standards published?

d. If there is no system as in b), it may be difficult to ensure systematically that the container to be exported has been weighed (verified) properly in accordance with a method set out in the convention, but are checks made by any means other than a system?
e. Regarding gross weight of containers, are standards in place for “permissible error” (e.g. ± XX% of the accurate weight, or permission for errors within XX tons) in weights and for weighing? If they are, could you please provide a summary and the relevant documents?

f. Could you please provide the following information about how to transmit the verification of the gross mass of packed containers and the person verifying the weight from the shipper of the export container (including NVOCC, Freight Forwarder etc.)?

g. Have there been any cases of surveys and inspections of existence of VGM, etc. performed by the PSC (Port State Control)? If there have, what kinds of survey have been performed? Also could you please provide a summary if there have been any problems or obstacles (e.g. It takes much time to survey, etc.)?
<table>
<thead>
<tr>
<th>国家</th>
<th>制度周知等</th>
<th>登録制度</th>
<th>計量・許容誤差</th>
<th>情報伝達の方法</th>
<th>PSC検査</th>
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</thead>
<tbody>
<tr>
<td>日本</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>主に搬入票を使用（荷主→ターミナル→船社）</td>
<td>○</td>
</tr>
<tr>
<td>英国</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>「荷主→船社→ターミナル」が簡潔とガイドラインに記載。</td>
<td>○</td>
</tr>
<tr>
<td>スペイン</td>
<td>○</td>
<td>△</td>
<td>○</td>
<td>総重量の±5%以内</td>
<td>○</td>
</tr>
<tr>
<td></td>
<td>(方法2: ISO 9001)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ドイツ</td>
<td>○</td>
<td>×</td>
<td>○</td>
<td>方法1・2とも認定された計量器を使用。また、許容範囲として、①±5%、②500kg</td>
<td>○</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>「荷主→船社→ターミナル」が一般的</td>
<td></td>
</tr>
<tr>
<td>オランダ</td>
<td>○</td>
<td>×</td>
<td>×</td>
<td>総重量の±5%未満</td>
<td>(確認されていない)</td>
</tr>
<tr>
<td></td>
<td>(行政による規定無)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>フランス</td>
<td>○</td>
<td>×</td>
<td>○</td>
<td>総重量の±5%以内</td>
<td>(確認されていない)</td>
</tr>
<tr>
<td>イタリア</td>
<td>○</td>
<td>△</td>
<td>○</td>
<td>総重量の±3%以内</td>
<td>(確認されていない)</td>
</tr>
<tr>
<td></td>
<td>(方法2: ISO 9001等)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ロシア</td>
<td>○</td>
<td>×</td>
<td>×</td>
<td>「荷主→船社→ターミナル」が一般的</td>
<td>(確認されていない)</td>
</tr>
<tr>
<td></td>
<td>(重量検証者は船級協会の認定が必要)</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
6. An action in 2017
Survey on actual situations between parties concerned in Japan and in some foreign countries conducted by MLIT_3

Inaugurate the Committee on October, 2017

Report to the MLIT on March, 2018
Including action plans for 2018

Input

Output

70th SMDG meeting in Sankt Petersburg
Study group on weight determination / information transmission etc. for stable transport of international marine export containers

Chair

Dr. Watanabe

Vice-chair

Secretary (MLIT)

Observers if required

- Japan Machinery Center for Trade and Investment
- Japan Automobile Manufacturers Association, Inc.
- Japan Foreign Trade Council, Inc.
- Japan International Freight Forwarders Association, Inc.
- The Japan Harbour Transportation Association
- The Japanese Shipowners’ Association
- Japan Foreign Steamship Association
- Japan Freight Forwarders Federation (JFFF)
- (NVOCC)
- (Freight Forwarder on behalf of shippers)

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Thank you for your attention.

Yoshi Kito