

HMM Announces Simplified SOLAS VGM Compliance Process for USA Exporters

SOLAS Compliance Process for USA Exports:

Effective July 1st, 2016, the International Maritime Organization (IMO) has amended the Safety of Life at Sea Convention (SOLAS) regulation which requires shippers to provide the verified gross mass (VGM) of each export container before the container may be loaded aboard a vessel across all 171 IMO member countries. The compliance process in the USA has continued to evolve and Hyundai Merchant Marine (HMM) is pleased to announce a simplified process based on the latest U.S. Coast Guard approved methodology.

Local Export Cargo: (cargo received directly at a marine terminal)

HMM will accept the scale weights (total weight less tractor & chassis) received at our participating Marine Terminal partner gates upon gate-in as SOLAS VGM compliant on behalf of our shippers as per tariff. This approved methodology will not require the shipper to provide any additional VGM, however, HMM is still able to receive the VGM directly from customers if they chose to provide it.

Intermodal Export Cargo: (cargo received at a rail ramp)

HMM requires shipper to submit the verified gross cargo weight including packaging material in our e-Rail Billing web portal as they already do today. The HMM program will determine the tare weight based upon the container number from our fleet file and will auto-calculate the VGM weight on behalf of our shippers. This IPI cargo VGM weight will be sent to our Marine Terminal partners to ensure our Shipper's compliance with the SOLAS regulation.

Please note HMM will file tariff language in accordance with this process.

What does this mean?

This means shippers may elect to submit their VGM weights using the multiple options we are offering via EDI connections with HMM, through our online VGM Entry tools, by sending to our Customer Service Center OR a Shipper may elect to allow HMM to obtain the VGM weights on their behalf from Marine Terminals using the US Coast Guard approved Terminal Weighing Approach for VGM. If HMM or its agents provides the VGM on behalf of shippers, no signature or other data elements are required to be submitted. For Shippers using our intermodal services, our current process of submitting the Shipper supplied and verified gross cargo weight under the Intermodal Safe Container Act and the other data elements required for rail billing is sufficient. It is important for Shipper's to understand that irrespective of the submission method chosen, under the IMO SOLAS Regulations a Shipper remains responsible for the VGM weight and any obligations arising out of any entity's or regulatory authority's refusal to accept or acknowledge VGM calculated in the Shipper's chosen manner.

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