檔　　號：

正本

保存年限：

交通部航港局　函

地址：臺北市和平東路3段1巷1號
承辦人：許銓倫
電話：02-89786837
電子信箱：clhsu@motcmpb.gov.tw

104
台北市松江路350號
受文者：中華民國輸出入相關同業公會
聯誼會

台灣醫療暨生技器材工業同業公會
收 105. 06. 30 文
檔號：105456

發文日期：中華民國105年6月27日
發文字號：航港字第1051810709號
速別：普通件
密等及解密條件或保密期限：
附件：如說明

主旨：國際海事組織(IMO)在海上人命安全國際公約(SOLAS)第VI章中增加載貨貨櫃裝船之前進行重量驗證的要求，將於今年7月1日生效實施，請轉知所屬會員或園區廠商周知，至紉公誼。

說明：

一、國際海事組織(IMO)在海上人命安全國際公約(SOLAS)第VI章中增加載貨貨櫃裝船之前進行重量驗證的要求，形成SOLAS VI/2（貨物資料）修正案，於2014年11月21日海事安全委員會(MSC)第94次會議通過MSC.380(94)號決議，另為配套實施該修正案，先前於第93次會議批准MSC.1/Circ.1475通函「載貨貨櫃總重驗證指導原則」，將於本(105)年7月1日生效實施。

二、為確保我國實施貨櫃總重驗證做法符合公約規定，交通部業於105年6月13日函頒「我國實施載貨貨櫃總重驗證指導原則」(如附件)，俾供業界參採運用。考量公約規定重點為託運人應負提供驗證過的貨櫃總重(VGM)之責

任，爰請貴會(單位)轉知會員或園區廠商，務必採用國家標準檢驗合格之衡器驗證並申報正確貨櫃總重，如託運人未依申報提供載貨貨櫃驗證總重(VGM)，貨櫃將不得裝載上船。

正本：科技部新竹科學工業園區管理局、科技部中部科學工業園區管理局、科技部南部科學工業園區管理局、臺灣銀行採購部、財團法人中華民國對外貿易發展協會(請刊登國際商情雙周刊)、財團法人中華民國紡織業拓展會、中華民國託運人協會、中華民國輸出入相關同業公會聯誼會、臺灣省進出口商業同業公會聯合會、花蓮縣進出口商業同業公會、宜蘭縣進出口商業同業公會、基隆市進出口商業同業公會、新北市進出口商業同業公會、臺北市進出口商業同業公會(請刊登貿易雜誌)、桃園市進出口商業同業公會、新竹市進出口商業同業公會、新竹縣進出口商業同業公會、苗栗縣進出口商業同業公會、臺中市進出口商業同業公會、臺中縣進出口商業同業公會、南投縣進出口商業同業公會、彰化縣進出口商業同業公會、雲林縣進出口商業同業公會、嘉義市進出口商業同業公會、嘉義縣進出口商業同業公會、台南市進出口商業同業公會、台南縣進出口商業同業公會、高雄縣進出口商業同業公會、高雄市進出口商業同業公會、屏東縣進出口商業同業公會、臺東縣進出口商業同業公會、澎湖縣進出口商業同業公會

副本：經濟部國際貿易局

局長祁文中

我國實施載貨貨櫃總重驗證指導原則

一、依據

依據「海上人命安全國際公約」(SOLAS)第 VI 章中增加載貨貨櫃裝船之前進行重量驗證之要求予以訂定。

二、名詞定義

（一） 託運人：指載貨證券、海運單或等效之複合運送文件上定為託運人之法人實體或法人並且其(以其名義或代表其)與航運公司簽訂運送契約者。(MSC.1/Circ.1475 通函第 2.1.12 點)

（二） 碼頭代表：指代表法人實體或法人從事與船舶相關之提供碼頭設備、泊位、儲存、倉庫或其他貨物搬運服務之個人。(MSC.1/Circ.1475 通函第 2.1.15 點)

（三） 載貨貨櫃：載貨貨櫃係載有（“裝有”或“充有”）液體、氣體、固體、包裝件和貨品（包括棧板、貨墊和其他包裝材料和繫固設備）之貨櫃。(MSC.1/Circ.1475 通函第 2.1.8 點)

（四） 驗證總重(VGM)：指貨櫃的空重及所有包裝件和貨品(包括棧板、貨墊和其他裝入貨櫃之包裝材料和繫固設備)重量的合計重量，並經託運人或其授權之人簽認後所產出。(SOLAS 公約第VI章 A 部分第 2 條第 5 項規定及 MSC.1/Circ.1475 通函第 2.1.6 點)

三、載貨貨櫃驗證總重的方法

（一） 方法一：完成貨櫃之裝箱和密封後，託運人可以對載貨貨櫃過磅或安排第三方過磅(MSC.1/Circ.1475 通函第 5.1.1 點)。

（二） 方法二：託運人(或託運人安排之第三方)可以過磅所有包裝件和貨品，包括裝入貨櫃之棧板、貨墊和其他包裝和繫固設備之重量，將貨櫃空重與前述各項重量之總和相加(MSC.1/Circ.1475 通函第 5.1.2 點)。

（三） 道路車輛所載貨櫃，允許以總重扣除車重及燃油方式計算重量，但同一車輛上載二只貨櫃者，應分別對每只貨

C:\2100\SSO\OFFLINEDATA\DFANG\5908839\1051810709-00-99\0001-1.docx
1051810709-01-01

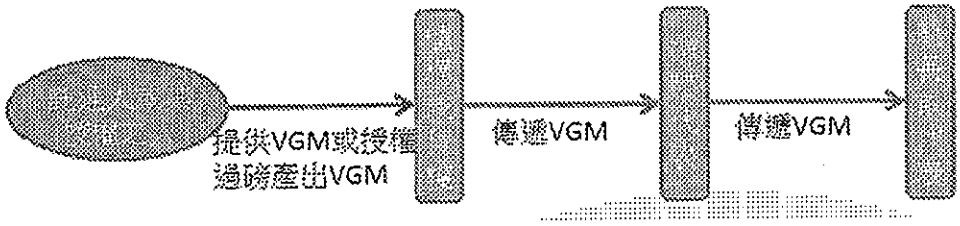
櫃過磅以確定其各自重量(MSC.1/Circ.1475 通函第 11 點)。

四、載貨貨櫃驗證總重(VGM)產出

(一) 託運人負責載貨貨櫃總重之驗證，並負責確保提前足夠時間以運送文件送交驗證總重，供船長或其代表以及碼頭代表在編制船運裝載計畫時使用，如果託運人未提供載貨貨櫃驗證總重，貨櫃不應裝載上船，除非船長或其代表以及碼頭代表透過其他方式獲得驗證總重(MSC.1/Circ.1475 通函第 1.1 點)。

另託運人和任何第三方之間如何送交該資訊應由各商務當事方協議(MSC.1/Circ.1475 通函第 5.1.2 點)。

(二) 我國驗證總重作業流程如下：



1. 整櫃貨(CY 櫃)驗證總重(VGM)產出流程
   1.1 託運人或其授權之人採用校準和認證之設備過磅，磅得重量可透過裝櫃清單 (CLP)或進倉證明書或其他各商務當事方協議方式記載並簽名，產出驗證總重。
   1.2 若託運人於進港區後仍未提供驗證總重，可安排櫃場採用經校準和認證之設備過磅獲得櫃重，產出驗證之總重。
   1.3 由碼頭代表交予船長或代表。
2. 併櫃貨(CFS 櫃) 驗證總重(VGM)產出流程
   2.1 託運人或其授權之人採用校準和認證之設備過磅，磅得重量可透過進倉證明書或其他各商務當事方協議方式記載並簽名，產出驗證總重。
   2.2 於貨棧產出驗證總重方式：
      2.2.1 一般併櫃貨由貨棧人員協助彙整所有證明書(內含各託運人各別簽名之驗證總重)，並加總所有包裝件及各貨物毛重及皮重，製作總表。
      2.2.2 海攬業併櫃貨由海攬業者分別加總所有包裝件和

貨物毛重，包括棧板、貨墊、其他裝入貨櫃之繫固設備及皮重後，再由海攬業者簽名得到驗證總重。

2.3 若託運人於進港區後仍未提供驗證總重，可安排櫃場或貨棧採用經校準和認證之設備過磅獲得櫃重(或貨重)，產出驗證總重。

2.4 由碼頭代表交予船長或代表。

五、載貨貨櫃校準和認證之設備

載貨貨櫃驗證總重所使用之衡器應符合經濟部標準檢驗局訂定之「衡器檢定檢查技術規範」規定 (MSC.1/Circ.1475 通函第7.1點)。

六、記錄載貨貨櫃驗證總重之文件或方式

文件或方式(包括裝櫃清單 (CLP)或進倉證明書或其他各商務當事方協議方式)中應包含有貨櫃號碼、貨櫃總重及託運人或其授權之人簽名。

七、載貨貨櫃總重差異之處理方式

(一) 所申報載貨貨櫃總重與驗證總重間產生差異時應以驗證總重為主 (MSC.1/Circ.1475 通函第9.1點)。

(二) 載貨貨櫃在其交付給港口碼頭設施之前所獲得之驗證總重與碼頭設施過磅該貨櫃所獲得之該貨櫃驗證總重間之任何差異應以港口碼頭設施獲得之後一驗證總重為主 (MSC.1/Circ.1475 通函第9.2點)。

(三) 船長最終應遵照《貨物積載和繫固安全操作規則》，僅在其確信貨物能夠安全運輸時方可接受貨物上船 (MSC.1/Circ.1475 通函第14.1點)。

Guidelines Regarding implementation of The Verified Gross Mass of a Container in Taiwan (Draft)

Promulgated on June 6, 2016

1. Introduction

It is set based on the International Convention for the Safety of Life at Sea (SOLAS), as amended, requires in chapter VI, that packed containers' gross mass are verified prior to stowage aboard ship.

2. Definitions

2.1 Shipper means a legal entity or person named on the bill of lading or sea waybill or equivalent multimodal transport document as shipper and/or who (or in whose name or on whose behalf) a contract of carriage has been concluded with a shipping company.

2.2 Terminal representative means a person acting on behalf of a legal entity or person engaged in the business of providing wharfage, dock, stowage, warehouse, or other cargo handling services in connection with a ship.

2.3 Packed container means a container loaded ("stuffed" or "filled") with liquids, gases, solids, packages and cargo items, including pallets, dunnage, and other packing material and securing materials.

2.4 Verified gross mass means 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 and the total gross mass verified through signature of shipper or a person duly authorized by the shipper.

3. Methods for obtaining the verified gross mass of a packed container

3.1 Method No.1: Upon the conclusion of packing and sealing a container, the shipper may weigh, or have arranged that a third party weighs, the packed container.

3.2 Method No.2: The shipper (or, by arrangement of the shipper, a third party), may weigh all packages and cargo items, including the mass of pallets, dunnage and other packing and securing material to be packed in the container, and add the tare mass of the container to the sum of the single masses.

3.3 If the verified gross mass of a packed container is obtained by weighing the container while it is on a road vehicle, (e.g. chassis or trailer), the tare mass of the road vehicle should be subtracted and any fuel in the tank of the tractor should also be subtracted to obtain the verified gross mass of the packed container. If two packed containers on a road vehicle are to be weighed, their gross mass should be determined by weighing each container separately.

4. VGM obtaining

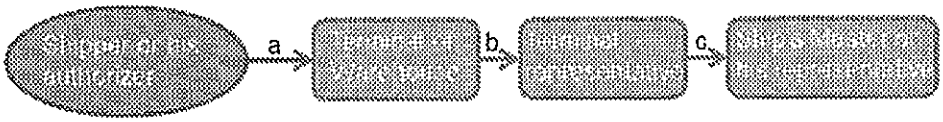
4.1 The shipper is responsible for a packed container. The shipper is also responsible for ensuring that

C:\2100\SSO\OFFLINEDATA\DFANG\5908839\1051810709-00-99\0001-2.docx
1051810709-01-02

the verified gross mass is communicated in the shipping documents sufficiently in advance to be used by the ship's master or his representative and the terminal representative in the preparation of the ship stowage plan. In the absence of the shipper providing the verified gross mass of the packed container, the container should not be loaded on to the ship unless the master or his representative and the terminal representative have obtained the verified gross mass through other means.

How such information is to be communicated between the shipper and any third party should be agreed between the commercial parties involved.

4.2 Operation processes as follows:



a. Providing the verified gross mass or authorized a third party to provide
b. Communicating VGM
c. Communicating VGM

4.2.1 Process of VGM for CY

4.2.1.1 The shipper or, by arrangement of the shipper, a third party, after using a calibrated and certified equipment to obtain gross mass, may record and sign on the Container Load Plan (CLP) or Warehoused Voucher, or any third party should be agreed between the commercial parties involved the shipper's verification of the gross mass.

4.2.1.2 The shipper may arrange Terminal to use a calibrated and certified equipment to obtain gross mass in order to facilitate the shipper's verification of the gross mass if shipper fails to provide VGM before the container arrives at the terminal gate.

4.2.1.3 Terminal representative hands over VGM to ship's Master or his representative.

4.2.2 Process of VGM for CFS

4.2.2.1 The shipper or, by arrangement of the shipper, a third party, after using a calibrated and certified equipment to obtain gross mass, may record and sign on the Warehoused Voucher, or any third party should be agreed between the commercial parties involved the shipper's verification of the gross mass.

4.2.2.2 Methods of obtaining VGM for CFS in Terminal or Warehouse

4.2.2.2.1 The warehouse personnel assists to aggregate all certificates (including each VGM with the signature of each shipper), and add the tare mass of the container to the sum of the single masses.

4.2.2.2.2 The forwarder aggregates all packages and cargo items, including the mass of pallets, dunnage and other packing and securing material to be packed in the container, and add the tare mass

of the container to the sum of the single masses and sign by forwarder to obtain VGM.
4.2.2.2.3 The shipper may arrange Terminal or warehouse to use a calibrated and certified equipment to obtain gross mass in order to facilitate the shipper's verification of the gross mass if shipper fails to provide VGM.
4.2.2.2.4 Terminal representative hand over VGM to ship's Master or his representative.

5. Equipment

The scale, weighbridge, lifting equipment or other devices used to verify the gross mass of the container should meet the applicable accuracy standards and requirements by the Bureau of Standards, Metrology and Inspection (BSMI),M.O.E.A. in which the equipment is being used.

6. Documentation for VGM

This document (including CLP, or Warehoused Voucher, or any third party should be agreed between the commercial parties involved) declaring the verified gross mass of the packed container should clearly indicate container no, gross weight of container and be signed by a person duly authorized by the shipper.

7. Discrepancies in gross mass

7.1 Any discrepancy between a packed container's gross mass declared prior to the verification of its gross mass and its verified gross mass should be resolved by use of the verified gross mass.

7.2 Any discrepancy between a verified gross mass of a packed container obtained prior to the container's delivery to the port terminal facility and a verified gross mass of that container obtained by that port facility's weighing of the container should be resolved by use of the latter verified gross mass obtained by the port terminal facility.

7.3 Ultimately, and in conformance with the Code of Safe Practice for Cargo Stowage and Securing, the ship's master should accept the cargo on board his ship only if he is satisfied that it can be safely transported.

財團法人 中華民國紡織業拓展會 函

檔號	—
保存年限	

地　　址：10092 台北市愛國東路 22 號紡拓大樓
傳真號碼：(02) 23923855
承辦單位：市場開發處
承 辦 人：張雅羚
聯絡電話：(02) 23417251 分機 2362

受文者：各紡織相關公會

速別：普通件
密等及解密條件：
發文日期：105 年 7 月 1 日
發文字號：紡(105)市字第 02160 號
附件：如文

主旨：有關國際海事組織(IMO)在海上人命安全國際公約(SOLAS)第 VI 章中，增加載貨貨櫃裝船之前進行重量驗證的要求，將於本(105)年 7 月 1 日生效實施，敬請查照並請轉知所屬會員廠商參考。

說明：

一、依據交通部航港局 105 年 6 月 27 日航港字第 1051810709 號函辦理。

二、查國際海事組織(IMO)在海上人命安全國際公約(SOLAS)第 VI 章中，增加載貨貨櫃裝船之前進行重量驗證的要求，形成 SOLAS VI/2(貨物資料)修正案，於 2014 年 11 月 21 日海事安全委員會(MSC)第 94 次會議通過 MSC.380(94)號決議，另為配套實施該修正案，先前於第 93 次會議批准 MSC.1/Circ.1475 通函「載貨貨櫃總重驗證指導原則」，將於本(105)年 7 月 1 日生效實施。

三、為確保我國實施貨櫃總重驗證做法符合公約規定，交通部業於本年 6 月 13 日函頒「我國實施載貨貨櫃總重驗證指導原則」(如附件)，俾供業界參採運用。考量公約規定重點為託運人應負提供驗證過的貨櫃總重(VGM)之責任，爰請業者務必採用國家標準檢驗合格之衡器驗證，並申報正確貨櫃總重，如託運人未依申報提供載貨貨櫃驗證總重(VGM)，貨櫃將不得裝載上船。

正 本：各紡織相關公會
抄 件：本會市場開發處

董事長　詹 正 田

依照分層負責規定
授權單位主管決行

附件

我國實施載貨貨櫃總重驗證指導原則

一、依據

依據「海上人命安全國際公約」(SOLAS)第 VI 章中增加載貨貨櫃裝船之前進行重量驗證之要求予以訂定。

二、名詞定義

(一) 託運人：指載貨證券、海運單或等效之複合運送文件上定為託運人之法人實體或法人並且其(以其名義或代表其)與航運公司簽訂運送契約者。(MSC.1/Circ.1475 通函第 2.1.12 點)

(二) 碼頭代表：指代表法人實體或法人從事與船舶相關之提供碼頭設備、泊位、儲存、倉庫或其他貨物搬運服務之個人。(MSC.1/Circ.1475 通函第 2.1.15 點)

(三) 載貨貨櫃：載貨貨櫃係載有（“裝有”或“充有”）液體、氣體、固體、包裝件和貨品（包括棧板、貨墊和其他包裝材料和繫固設備）之貨櫃。(MSC.1/Circ.1475 通函第 2.1.8 點)

(四) 驗證總重(VGM)：指貨櫃的空重及所有包裝件和貨品(包括棧板、貨墊和其他裝入貨櫃之包裝材料和繫固設備)重量的合計重量，並經託運人或其授權之人簽認後所產出。(SOLAS 公約第VI章 A 部分第 2 條第 5 項規定及 MSC.1/Circ.1475 通函第 2.1.6 點)

三、載貨貨櫃驗證總重的方法

(一) 方法一：完成貨櫃之裝箱和密封後，託運人可以對載貨貨櫃過磅或安排第三方過磅(MSC.1/Circ.1475 通函第 5.1.1 點)。

(二) 方法二：託運人(或託運人安排之第三方)可以過磅所有包裝件和貨品，包括裝入貨櫃之棧板、貨墊和其他包裝和繫固設備之重量，將貨櫃空重與前述各項重量之總和相加(MSC.1/Circ.1475 通函第 5.1.2 點)。

(三) 道路車輛所載貨櫃，允許以總重扣除車重及燃油方式計算重量，但同一車輛上載二只貨櫃者，應分別對每只貨

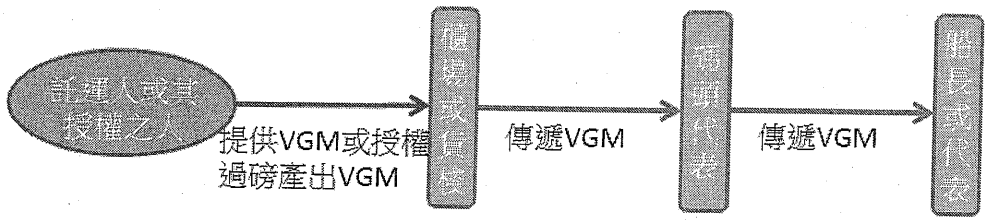
櫃過磅以確定其各自重量(MSC.1/Circ.1475 通函第 11 點)。

四、載貨貨櫃驗證總重(VGM)產出

（一） 託運人負責載貨貨櫃總重之驗證，並負責確保提前足夠時間以運送文件送交驗證總重，供船長或其代表以及碼頭代表在編制船運裝載計畫時使用，如果託運人未提供載貨貨櫃驗證總重，貨櫃不應裝載上船，除非船長或其代表以及碼頭代表透過其他方式獲得驗證總重(MSC.1/Circ.1475 通函第 1.1 點)。

另託運人和任何第三方之間如何送交該資訊應由各商務當事方協議(MSC.1/Circ.1475 通函第 5.1.2 點)。

（二） 我國驗證總重作業流程如下：



1. 整櫃貨(CY 櫃)驗證總重(VGM)產出流程

1.1 託運人或其授權之人採用校準和認證之設備過磅，磅得重量可透過裝櫃清單 (CLP)或進倉證明書或其他各商務當事方協議方式記載並簽名，產出驗證總重。

1.2 若託運人於進港區後仍未提供驗證總重，可安排櫃場採用經校準和認證之設備過磅獲得櫃重，產出驗證之總重。

1.3 由碼頭代表交予船長或代表。

2. 併櫃貨(CFS 櫃)驗證總重(VGM)產出流程

2.1 託運人或其授權之人採用校準和認證之設備過磅，磅得重量可透過進倉證明書或其他各商務當事方協議方式記載並簽名，產出驗證總重。

2.2 於貨棧產出驗證總重方式：

2.2.1 一般併櫃貨由貨棧人員協助彙整所有證明書(內含各託運人各別簽名之驗證總重)，並加總所有包裝件及各貨物毛重及皮重，製作總表。

2.2.2 海攬業併櫃貨由海攬業者分別加總所有包裝件和

貨物毛重，包括棧板、貨墊、其他裝入貨櫃之繫固設備及皮重後，再由海攬業者簽名得到驗證總重。

2.3 若託運人於進港區後仍未提供驗證總重，可安排櫃場或貨棧採用經校準和認證之設備過磅獲得櫃重(或貨重)，產出驗證總重。

2.4 由碼頭代表交予船長或代表。

五、載貨貨櫃校準和認證之設備

載貨貨櫃驗證總重所使用之衡器應符合經濟部標準檢驗局訂定之「衡器檢定檢查技術規範」規定（MSC.1/Circ.1475 通函第7.1點）。

六、記錄載貨貨櫃驗證總重之文件或方式

文件或方式(包括裝櫃清單（CLP)或進倉證明書或其他各商務當事方協議方式)中應包含有貨櫃號碼、貨櫃總重及託運人或其授權之人簽名。

七、載貨貨櫃總重差異之處理方式

（一）所申報載貨貨櫃總重與驗證總重間產生差異時應以驗證總重為主（MSC.1/Circ.1475 通函第9.1點）。

（二）載貨貨櫃在其交付給港口碼頭設施之前所獲得之驗證總重與碼頭設施過磅該貨櫃所獲得之該貨櫃驗證總重間之任何差異應以港口碼頭設施獲得之後一驗證總重為主（MSC.1/Circ.1475 通函第9.2點）。

（三）船長最終應遵照《貨物積載和繫固安全操作規則》，僅在其確信貨物能夠安全運輸時方可接受貨物上船（MSC.1/Circ.1475 通函第14.1點）。

Guidelines Regardingimplementation of TheVerified Gross Mass of a Container in Taiwan(Draft)

Promulgated onJune 6, 2016

1. Introduction

It is set based on the International Convention for the Safety of Life at Sea (SOLAS), as amended, requires in chapter VI, that packed containers' gross mass are verified prior to stowage aboard ship.

2. Definitions

2.1 Shipper means a legal entity or person named on the bill of lading or sea waybill or equivalent multimodal transport document as shipper and/or who (or in whose name or on whose behalf) a contract of carriage has been concluded with a shipping company.

2.2 Terminal representative means a person acting on behalf of a legal entity or person engaged in the business of providing wharfage, dock, stowage, warehouse, or other cargo handling services in connection with a ship.

2.3 Packed container means a container loaded ("stuffed" or "filled") with liquids, gases, solids, packages and cargo items, including pallets, dunnage, and other packing material and securing materials.

2.4 Verified gross mass meansthe 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 and the total gross mass verified through signature of shipper or a person duly authorized by the shipper.

3. Methods for obtaining the verified gross mass of a packed container

3.1 Method No.1: Upon the conclusion of packing and sealing a container, the shipper may weigh, or have arranged that a third party weighs, the packed container.

3.2 Method No.2: The shipper (or, by arrangement of the shipper, a third party), may weigh all packages and cargo items, including the mass of pallets, dunnage and other packing and securing material to be packed in the container, and add the tare mass of the container to the sum of the single masses.

3.3If the verified gross mass of a packed container is obtained by weighing the container while it is on a road vehicle,(e.g. chassis or trailer), the tare mass of the road vehicle should be subtracted and any fuel in the tank of the tractor should also be subtractedto obtain the verified gross mass of the packed container. If two packed containers on a road vehicle are to be weighed, their gross mass should be determined by weighing each container separately.

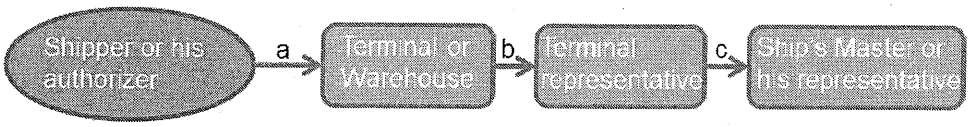
4. VGMobtaining

4.1 The shipper is responsible for a packed container. The shipper is also responsible for ensuring that

the verified gross mass is communicated in the shipping documents sufficiently in advance to be used by the ship's master or his representative and the terminal representative in the preparation of the ship stowage plan. In the absence of the shipper providing the verified gross mass of the packed container, the container should not be loaded on to the ship unless the master or his representative and the terminal representative have obtained the verified gross mass through other means.

How such information is to be communicated between the shipper and any third party should be agreed between the commercial parties involved.

4.2 Operation processes as follows:



a. Providing the verified gross mass or authorized a third party to provide
b. Communicating VGM
c. Communicating VGM

4.2.1 Process of VGM for CY

4.2.1.1The shipper or, by arrangement of the shipper, a third party, after using a calibrated and certified equipment to obtain gross mass, may record and sign on the Container Load Plan (CLP) or Warehoused Voucher, or any third party should be agreed between the commercial parties involvedthe shipper's verification of the gross mass.

4.2.1.2 The shipper mayarrange Terminalto use a calibrated and certified equipment to obtain gross massin order to facilitate the shipper's verification of the gross mass if shipper fails to provide VGM before the container arrives at the terminal gate.

4.2.1.3 Terminal representative hands over VGM to ship's Master or his representative.

4.2.2 Process of VGM for CFS

4.2.2.1 The shipper or, by arrangement of the shipper, a third party, after using a calibrated and certified equipment to obtain gross mass, may record and sign on the Warehoused Voucher,or any third party should be agreed between the commercial parties involved the shipper's verification of the gross mass.

4.2.2.2 Methods of obtaining VGM for CFS in Terminal or Warehouse

4.2.2.2.1The warehouse personnelassists to aggregate all certificates (including each VGM with the signature of each shipper), and add the tare mass of the container to the sum of the single masses.

4.2.2.2.2 The forwarder aggregates all packages and cargo items, including the mass of pallets, dunnage and other packing and securing material to be packed in the container, and add the tare mass

of the container to the sum of the single masses and sign by forwarder to obtain VGM.

4.2.2.2.3The shipper mayarrange Terminal or warehouse to use a calibrated and certified equipment to obtain gross mass in order to facilitate the shipper's verification of the gross mass if shipper fails to provide VGM.

4.2.2.2.4 Terminal representative hand over VGM to ship's Master or his representative.

5. Equipment

The scale, weighbridge, lifting equipment or other devices used to verify the gross mass of the container should meet the applicable accuracy standards and requirements by the Bureau of Standards, Metrology and Inspection (BSMI),M.O.E.A. in which the equipment is being used.

6. Documentation for VGM

This document (including CLP, or Warehoused Voucher, orany third party should be agreed between the commercial parties involved) declaring the verified gross mass of the packed container should clearly indicate container no, gross weight of container and be signed by a person duly authorized by the shipper.

7. Discrepancies in gross mass

7.1 Any discrepancy between a packed container's gross mass declared prior to the verification of its gross mass and its verified gross mass should be resolved by use of the verified gross mass.

7.2 Any discrepancy between a verified gross mass of a packed container obtained prior to the container's delivery to the port terminal facility and a verified gross mass of that container obtained by that port facility's weighing of the container should be resolved by use of the latter verified gross mass obtained by the port terminal facility.

7.3 Ultimately, and in conformance with the Code of Safe Practice for Cargo Stowage and Securing, the ship's master should accept the cargo on board his ship only if he is satisfied that it can be safely transported.