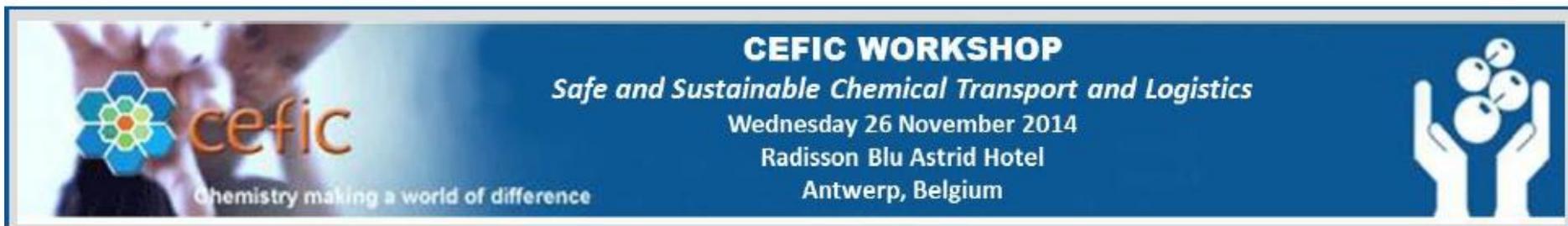


Mandatory weighing of containers



CEPIC WORKSHOP
Safe and Sustainable Chemical Transport and Logistics
Wednesday 26 November 2014
Radisson Blu Astrid Hotel
Antwerp, Belgium

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Issue definition

- Several incidents (notably the MSC Napoli incident) have been attributed to miss-declared container weights, reportedly 20% of all containers on board.
- This has resulted in a binding amendment to SOLAS (Chapter VI Regulation 2), approved in 2014, to be adopted in national law of all IMO member states for entry into force June 2016.



What does the amendment say

Regulation 2 – Cargo information

The new paragraphs 4, 5 and 6 are added after the existing paragraph 3, as follows:

4 In the case of cargo carried in a container, except for containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyages as defined in regulation III/3, the gross mass according to paragraph 2.1 of this regulation shall be verified by the shipper, either by:

- .1 weighing the packed container using calibrated and certified equipment; or
- .2 weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.

5 The shipper of a container shall ensure the verified gross mass is stated in the shipping document. The shipping document shall be:

- .1 signed by a person duly authorized by the shipper; and
- .2 submitted to the master or his representative and to the terminal representative sufficiently in advance, as required by the master or his representative, to be used in the preparation of the ship stowage plan.

6 If the shipping document, with regard to a packed container, does not provide the verified gross mass and the master or his representative and the terminal representative have not obtained the verified gross mass of the packed container, it shall not be loaded on to the ship.

Implications for the Chemical Industry

- Containers are often not weighed, their weight is calculated based on data known by the shipper like the weight of the loaded items, including pallets. The tare weight of the container is not needed for this.
- Depending on how local authorities interpret method 2, this may no longer be allowed. This would mean:
 - Either all containers will have to be weighed;
 - Or the individual items loaded in each container need to be weighed, including pallets and other packaging-materials and added to the tare weight to obtain the total weight.
- Some competent authorities like the Netherlands and Germany have already indicated that they would certify calculation methods as the one Industry commonly uses, provided this process has some sort of certification like ISO.

Path forward

CEFIC, CLECAT, ESC and GSF have created a guideline to clarify how method 2 can be implemented.

- Verification by competent authorities: audited QMS should suffice, as well as audited ERP-system or accepted and verified weighing-procedures.
- It is proposed to be a 5 step process with data retrieved from the ERP-system:
 - Step 1 – weight of product;
 - Step 2 – weight of packaging;
 - Step 3 – weight of pallets, securing materials and dunnage;
 - Step 4 – tare weight of the empty container;
 - Step 5 – gross weight of the loaded container.
- Accuracy: $\pm 5\%$.
- Transmission of information: timely; EDI supported; delegated to FF.