

New Edifact Message Type **VERMAS – Verified Gross Mass**

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New Edifact Message Type **VERMAS – Verification of Mass**



USER GROUP FOR SHIPPING LINES AND CONTAINER TERMINALS

In this presentation

- New SOLAS regulation + IMO guidelines
- Business requirements
- Existing Edifact messages
- New VERMAS message: Use cases
- New VERMAS message: Final structure
- Time line – Next steps

**IMO Guidelines Regarding The Verified Gross Mass
of a Container Carrying Cargo
(SOLAS chapter VI, part A, regulation 2)**

The SOLAS Convention has been ratified by 162 contracting states.
SOLAS represents 99% of the tonnage of the global merchant fleet.

The SOLAS Convention is Binding International Law
even without extra National Legislation.

The SOLAS amendments become effective on 1 July 2016

- SMDG is a non-profit organization, run by and on behalf of companies and organizations working in the maritime industry, like container terminals, ocean carriers, software developers and other service providers and organizations.
- SMDG is officially recognized by the UN/EDIFACT Board and develops and promotes EDI-messages for the maritime industry worldwide.
- Early 2015 the SMDG has formed a working group to evaluate the impact of the SOLAS regulation on EDI messages. This analysis is based on the official documents from IMO and WSC and input from members, while the national legislation from most countries is not yet available. The SMDG has provided enhanced message formats for transmission of VGM.

Requirements and consequences of the IMO Guidelines

1. The **Shipper is responsible** for providing a Verified Gross Mass (VGM) for each full container. He may decide between two methods: 1) to weigh the packed container or 2) to add the weight of all cargo items plus the weight of the packing material plus the tare weight of the container.
2. The VGM can only be ascertained for a completely **packed container**.
3. The shipper may **delegate** the actual procedure of ascertaining the VGM to a **3rd party**, for example a weighing facility at an inland depot or at a terminal. This does not release the shipper from his responsibility according to 1 above.
4. The terminal **must not load** a packed container on a SOLAS ocean vessel as long as it is not in possession of its VGM.
5. The **vessel command** must not accept a packed container on board until they have been informed about its VGM.
6. The VGM is part of shipping documents. Besides the weight itself, the **name of the responsible person authorized by the Shipper** must be contained.
7. A container status may change from “VGM not available” to “VGM available”.
An existing VGM may be revised by means of EDI messages.
8. EDI messages must be able to distinguish “VGM” and “gross mass without verification”.
9. The typical reporting chains is: Shipper → Carrier → Terminal → Vessel
but different variants are possible.

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Why are these guidelines needed? Example MSC NAPOLI in 2007

A major incident at sea caused by many overweight containers.
This was the actual starting point for discussing stricter rules on container weight declaration.



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Why are these guidelines needed? Example HUSKY RACER

Hansestadt Bremisches Hafenamt



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Why are these guidelines needed? Example for a common incident

Smaller incidents with overweight containers happen too often in daily port operations work around the world. Each incident puts human life at danger and disrupts the supply chain.



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Business requirements resulting from the IMO Guidelines

Standard reporting chain for the Verified Gross Mass:

Shipper → Carrier → Terminal → Vessel

Non-standard reporting chains possible:

Weighing facility → Party ordering the weighing service

Weighing facility → Terminal

Shipper → Terminal → Carrier

Terminal → Carrier → Shipper

(if so agreed by the business parties)

(if the Shipper has a business relationship with the terminal)

(if re-weighed)

challenge

The detailed business requirements and the possible VGM reporting chains are not clear yet, they might differ in various countries. But the VERMAS has to be made available now, in order to meet the implementation deadline 1st July 2016.

Why a completely new message?

1. New processes

There are new process steps that are not covered by existing message types. For example reporting from a weighing station to the shipper, or the weight from the terminal to the carrier or from the carrier to the shipper.

2. Different timing for weight transmission in current messages

In many cases the existing messages are sent at a different time than the weight is known or is needed. The existing messages are sent too early or too late for transmission of the VGM.

3. One new message easier than changing many existing messages

Shippers, carriers and terminals need to change a large number of message versions on a fixed date. Many of them find it easier to implement one new message for this special purpose of VGM reporting than upgrading many existing message versions and test simultaneously with many EDI partners.

4. Message identification determines the purpose

The receiver can detect the purpose (VGM update) from the message identification VERMAS. He does not have to go into the message to detect the function.

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SMDG Activities

The structure of following messages is being enhanced by the SMDG in order to enable VGM reporting. New versions have been published. Details on www.smdg.org

Message	Activity	Purpose	Sender-Receiver
BAPLIE	Enhanced	Stowage Plan	Carrier <> Terminal
MOVINS	No change	Move Instructions	Carrier > Terminal
COPARN	Enhanced	Pre-arrival notice	Carrier > Terminal
COPRAR	Enhanced	Load List	Carrier > Terminal
CODECO	Enhanced	Gate-In confirmation	Terminal > Carrier
COARRI	Enhanced	Load/Discharge	Terminal > Carrier
VERMAS	New development	VGM Reporting	Between various parties in the transport chain

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Principles (from Boiler Plate)

- VERMAS incorporates information on the verified gross mass (VGM) of a packed piece of transport equipment such as a seagoing container, the time, place and method of obtaining the VGM, the responsible parties, and references required by the receiver to assign the VGM to his transactions.
- The message is used to transmit information related to one or many pieces of transport equipment belonging to a clearly defined transport movement.
- The message can be exchanged between any two parties in the transport chain as per mutual agreement. The sender may have obtained the verified gross mass himself or he may forward a VGM received from a third party. Each party in the transport chain can be a sender or a receiver of a VERMAS message.
- The only mandatory information in the message refers to the transport equipment and to the VGM value. All other information is optional and its transmission depends on the role of sender and receiver in the transport chain. It is essential that sender and receiver agree on the information and references to be exchanged.
- The message shall not be used as a handling order.
- The message shall not be used for reporting of empty containers.
- Dependent on the nature of cargo further attributes such as temperature control, identification of dangerous goods, non-standard dimensions, handling requirements may also be sent.

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VERMAS in the Process Chain



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Use Cases for the VERMAS message

Details in separate document

	Sender	Receiver	Purpose
1	Shipper	Carrier (Shipping Line)	Shipper has determined the weight himself
2	Shipper	Carrier (Shipping Line)	3rd party has weighed, as instructed by the shipper
3	Shipper	Carrier (Shipping Line)	3 rd party will determine the weight, the shipper only reports his responsibility
4	Weighing Station	Shipper	Shipper had ordered the weighing
5	Weighing Station	Carrier	Shipper had ordered the weighing and instructed the weighing station to report to the carrier
6	Terminal	Carrier	If weighing at the terminal is a standard procedure, or in an exceptional case of a container showing up without VGM
7	Terminal	Carrier	Container was re-weighed so that the terminal has two different weights available
8	Carrier (Shipping Line)	Terminal	Standard process, if other messages are not suitable
9	Carrier	Shipper	Carrier has got knowledge of a weight (e.g. from Terminal) that he forwards to the Shipper

Who should use the new message ?

The VERMAS message is an offer to the maritime industry and its usage is left to agreements between the trading partners.

*It is by no means mandatory to use the VERMAS.
If the trading partners are happy to use the enhanced versions of IFTMIN, COPRAR, CODECO etc for VGM transmission they may of course do so.
Only if that is not suitable, they may decide to exchange the VERMAS in addition.*



Content of the VERMAS message - overview

For each container, the message can hold:

- The unique **container ID** (e.g. HLXU1234567) and its size/type.
- The **Verified Gross Mass** in kilogram or lbs.
- All **details** that a paper **certificate** would show: date and place of weighing, the responsible company, method used (1 or 2 according to SOLAS), reference number etc.
- The name of the **authorized person** in capital letters, as electronic equivalent of the signature.
- Reference to a particular **transport order or purchase order**, by means of booking number, B/L number, seal number, port of loading, port of discharge, vessel name, voyage number etc.
- Related **transport parties**: Shipper, carrier, terminal, weighing facility.

*Only the container ID and the VGM itself are mandatory.
All other data elements are optional, depending on the business context.*

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DMRs already submitted to UN/CEFACT for D.15B directory

	Segment	Composite	Data element	Code	Description	Message
1	MEA	C502	6313	VGM	Transport equipment verified gross mass (weight)	Coxxxx and VERMAS
2	DTM	C507	2005	798	Verified gross mass determination date/time	Coxxxx and VERMAS
3	NAD		3035	SPC	SOLAS verified gross mass responsible party	Coxxxx and VERMAS
4	NAD		3035	AM (Change description)	(Old) Employee of a company or firm authorized to act on behalf of that company or firm e.g. to make a Customs declaration. (New) Employee of a company or firm authorized to act on behalf of that company or firm e.g. to make a Customs declaration.	Coxxxx and VERMAS
5	CTA		3139	RP	Authorized responsible person	CoPRAR and VERMAS
6	RFF	C506	1153	VGR	Transport equipment gross mass verification reference number	Coxxxx
7	RFF	C506	1153	VOR	Transport equipment gross mass verification order reference	Coxxxx

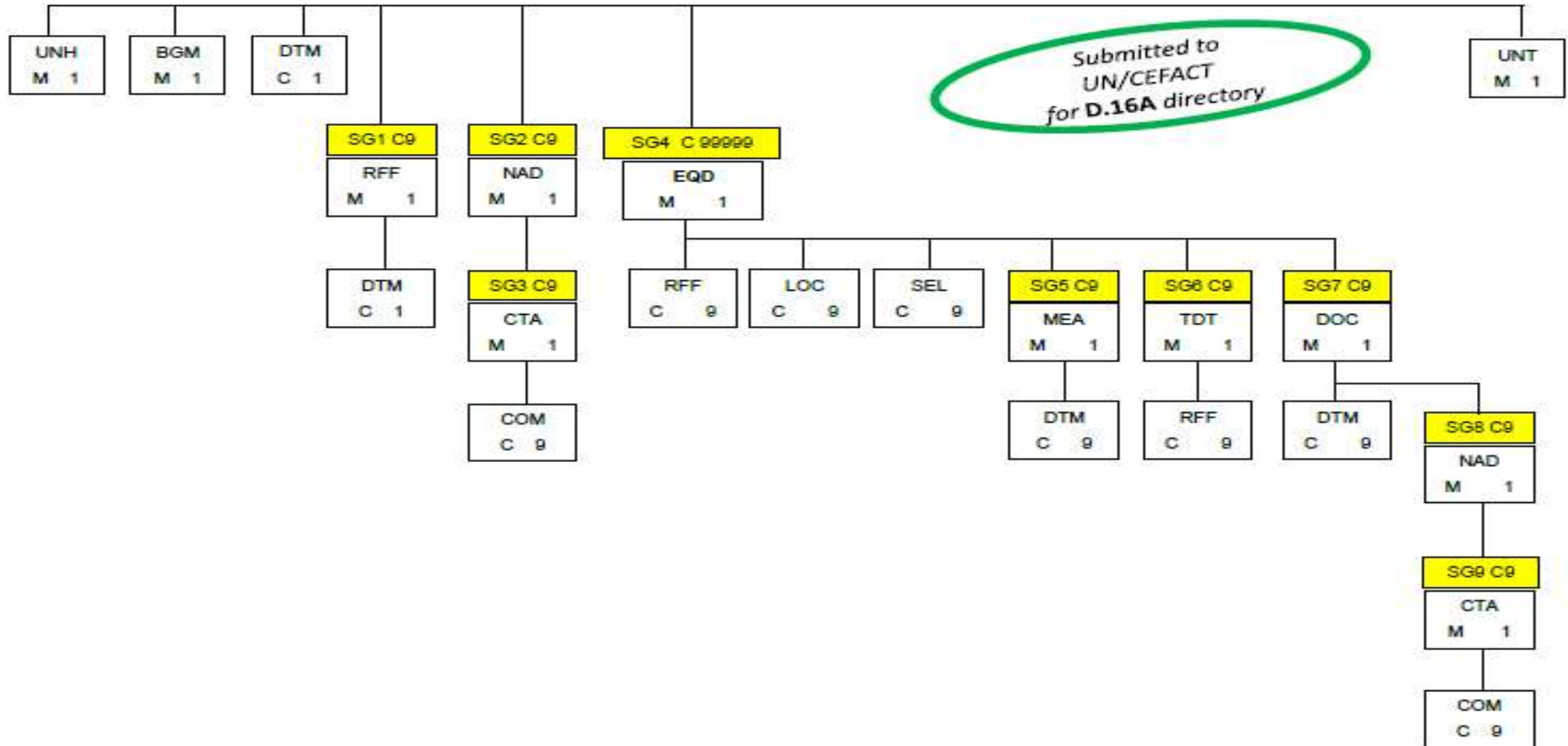
where Coxxxx = CODECO, COPARN, COPRAR, COARRI

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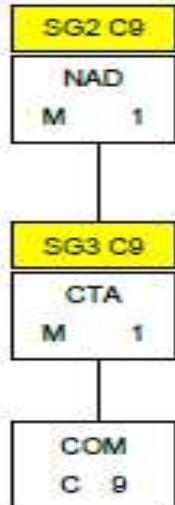


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SG 2: NAD-SG3

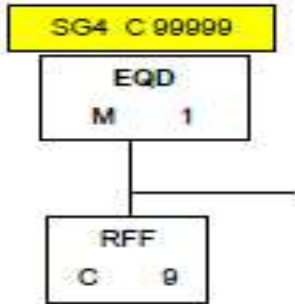
A group of segments to identify a party for the entire message including the message sender and related contacts.

SG 3: CTA-COM

A group of segments to identify a contact and its communications related to the party.

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Segment group 4: EQD-RFF-LOC-SEL-SG5-SG6-SG7

A group of segments containing information about an individual piece of transport equipment.

SG 4: EQD

A segment to identify the transport equipment.

Example: EQD+CN+SUDU1234569:6346:5+42G1:6346:5+++5'

SG 4: RFF

A segment to specify a reference to the transport equipment such as a party's booking information.

Examples:

RFF+BN:37N023' (booking number, if receiver is a shipping line)

RFF+SI:US1603-2224' (shipper's internal reference, if receiver is a shipper)

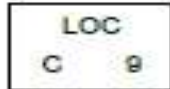
RFF+BM:1234567' (Bill of Lading)

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SG 4: LOC

A segment to identify a place or a location related to the transport equipment.

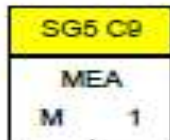
Example: LOC+9+NLRTM+DGE:TERMINALS:306'



SG 4: SEL

A segment to specify a seal number.

Example: SEL+987654321+SH'

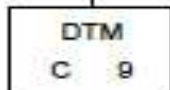


SG 5: MEA

A segment to specify the gross mass (gross weight) of the transport equipment and to give the indication of whether the gross mass has been verified, e.g. according to SOLAS regulations.

Example: MEA+AAE+**VGM**+KGM:21700' (Gross mass, verified)

MEA+AAE+**AET**+KGM:20000' (Gross mass, not verified)



SG 5: DTM

A segment to specify a date and/or time when the gross mass was determined.

Example: DTM+798:201606251632:203'

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SG 6: TDT-RFF

A segment to specify information regarding the transport such as mode of transport, means of transport, its conveyance reference number and the identification of the means of transport.

Example: TDT+20+123E45+++HLC:LINES:306+++9501344::11:BASLE EXPRESS'

SG 6: RFF

A segment to specify a reference relating to the transport, such as an additional voyage reference number.

Example: RFF+VON:124W51'

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SG7 C9
DOC
M 1

SG 7: DOC-DTM-SG8

A group of segments providing information about documentation related to the gross mass verification.

SG 7: DOC

A segment to specify the type and identification of documentation.

A new SMDG code list is used for C002.1001 Document name code.

- **DOC+SHP** (To specify the responsible party to provide the VGM (“The Shipper”))

Example: DOC+SHP:VGM:306+27G92ZZ'

(Remark: The NAD group specifies party and authorized person)

- **DOC+DRF** (To specify the reference to container's SOLAS VGM documentation in case the actual shipper shall not be disclosed.)

Example: DOC+DRF:VGM:306+KJH1607-782'

(Remark: The NAD group specifies the party who holds the VGM documentation

- **DOC+SM1** (To specify which SOLAS method was used (1 or 2) and the documentation of the actual weight determination, e.g. the weighing slip. Qualifiers SM1 or SM2 can be used.

Example: DOC+SM1:VGM:306+QCT000784'

Remark: The NAD group specifies the party who determined the weight, e.g. the weighing station.

General note, we will use the terms “Responsible Party” (=The Shipper on the Bill of Lading) and “Authorized Person” (=The person duly authorized by the Shipper, this person can be in another company e.g. a forwarder)

DTM
C 9

SG 7: DTM

A segment to specify a date and/or time related to the documentation.

Example: DTM+137:201606270809:203'

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SG 8: NAD-SG9

A group of segments to qualify and specify name and address information related to the documentation.

Group for specification of

- Party responsible of SOLAS verified gross mass declaration (“The Shipper”)
- Weighing party for the method as specified in DOC segment
- Party to be referred to for obtaining identified document
- Party who ordered the weighing

For each party the responsible person can be specified in the CTA group.

SG8 C9
NAD
M 1

SG 8: NAD

A segment to specify the function and name/address of a party or individual.

Examples:

NAD+SPC The responsible party to provide the VGM (“The Shipper”)

NAD+SPC+++BEST FRUIT LTD.+LONG STREET 987:P.O. BOX 321123+NEW YORK CITY++10007+US’

NAD+WPA The weighing party who determined the VGM

NAD+WPA+++BEST FRUIT LTD.+LONG STREET 987:P.O. BOX 321123+NEW YORK CITY++10007+US’

NAD+WC The party that holds the VGM documentation

NAD+WC+++BEST FRUIT LTD.+LONG STREET 987:P.O. BOX 321123+NEW YORK CITY++10007+US’

NAD+OB The party that ordered the weighing (at the weighing station)

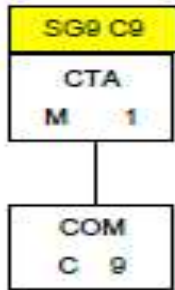
NAD+OB+++BEST FRUIT LTD.+LONG STREET 987:P.O. BOX 321123+NEW YORK CITY++10007+US’

NAD+AM The person authorized to sign a document

NAD+AM+++BEST FRUIT LTD.+LONG STREET 987:P.O. BOX 321123+NEW YORK CITY++10007+US’

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SG 9: CTA-COM

A group of segments to specify a contact and related communication information.

SG 9: CTA-COM

A segment to specify the function and details of a contact person or department.

- **CTA+BN** The party or person name (communication contact with details in subsequent COM segment)

Example: CTA+BN' CTA+BN+A1 LTD DESPATCH DEPT'

- **CTA+RP** The *signature* of a person

Example: CTA+RP+:LUCY P. SMITH'

SG 9: COM

A segment to identify communication numbers or email addresses for a person or department to whom a communication should be directed.

Example: COM+COM+?+19731234567:TE' - phone number

COM+DISPATCH(A)MODERN-FOOTWEAR.COM:EM' - email address

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Timeline

21.9.2015	DMRs for new codes submitted to UN/CEFACT for D.15B
SMDG plenary meeting in Malta 30.9.2015	Proposal for VERMAS message was approved
4.11.2015 UN/CEFACT Forum Marseille (T&L Domain Group)	Approved VERMAS message structure
6.11.2015	SMDG published first VERMAS MIG as version 0.4
26.02 2016	SMDG provided VERMAS Boiler Plate & a DMR related to VERMAS for D.16A
02.03.2016	SMDG provided the draft BRS for the VERMAS message to T&L Domain Group
22.3.2016	SMDG publishes first VERMAS MIG as version 0.5
29.4.2016 UN/CEFACT Forum in Geneva	Final VERMAS message & DMR related to VERMAS message approval
May / June 2016	UNCEFACT publishes D.16A Directory including a new message of "VERMAS" SMDG publishes the final VERMAS MIG as version 1.0