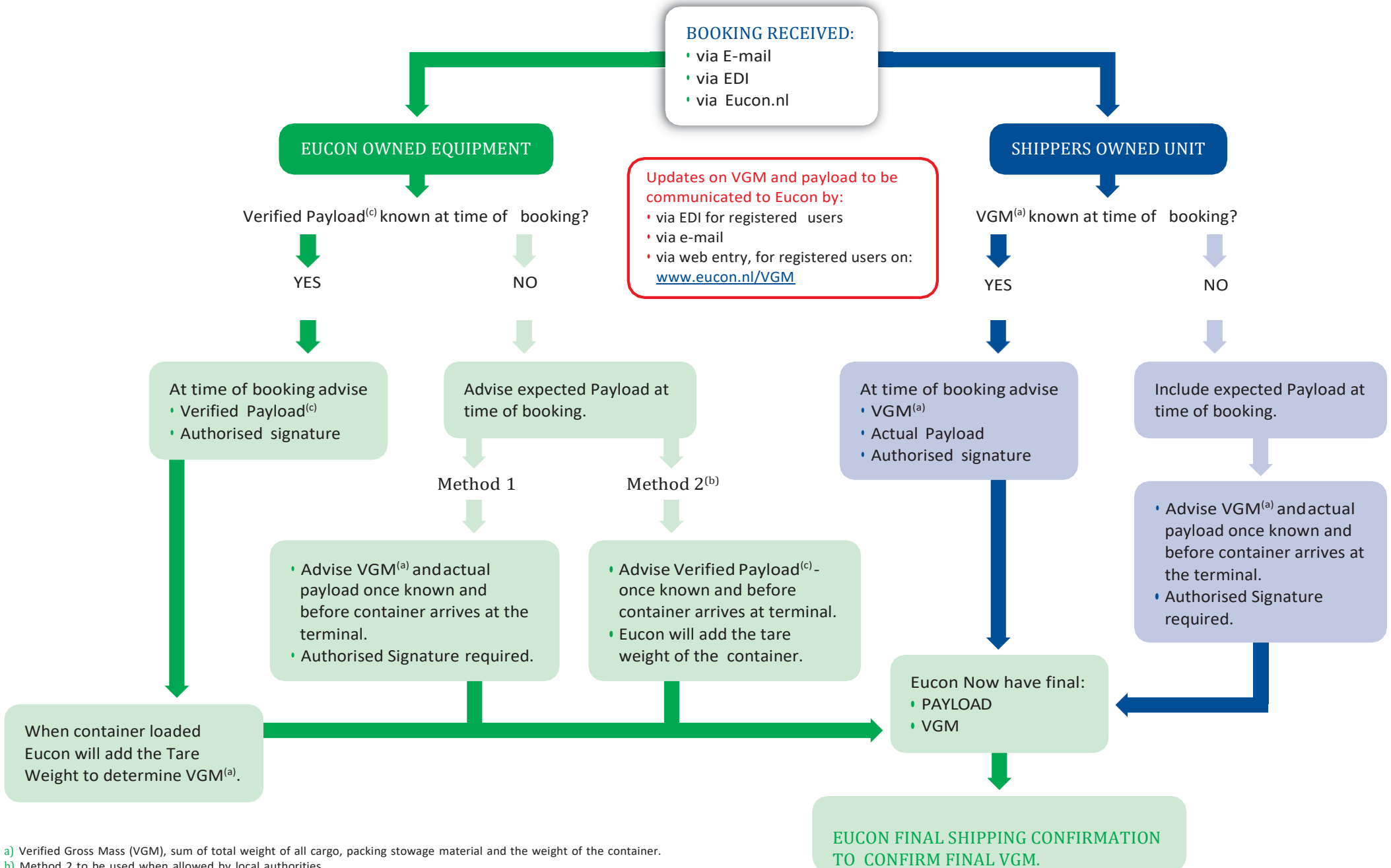


EUCON INFORMATION FLOW FOR VGM



a) Verified Gross Mass (VGM), sum of total weight of all cargo, packing stowage material and the weight of the container.

b) Method 2 to be used when allowed by local authorities.

c) Verified Payload: the sum of the total weight of all cargo, packing and stowage material all contents of the container.

FURTHER GUIDANCE

What is the VGM?

Prior to any container being loaded on board a seagoing vessel, the shipper must communicate a Verified Gross Mass to the carrier. The VGM (Verified gross Mass) is the total combined weight of all Cargo (Payload) inside a container, including packaging and stowage material and the 'Tare' weight of the container. The VGM can be determined by two methods. Which method can be used depends on local legislation and possible registration and is of no further relevance to the carrier.

Method 1: The complete container, after loading and sealing, is weighed by using a weighbridge.

Method 2: The individual weights of the various elements (cargo, packing, stowage and lashing material, tare weight of the container) are added to come to a calculated VGM. The tare weight of the container can be found at the door of the container.

To assist our customers in the use of Method 2 for Eucon owned equipment, we are enabling them to state a “Verified Payload”. Eucon will add the tare weight of the container to come to the VGM.

This “Verified Payload” is the actual combined weight of all contents of the loaded container; the Cargo, its packaging, stowage material etc, within the limits and parameters as set by local authorities for using Method 2. *Please note that at time of booking, at least an expected Payload weight is required to be declared, no different from current bookings.*

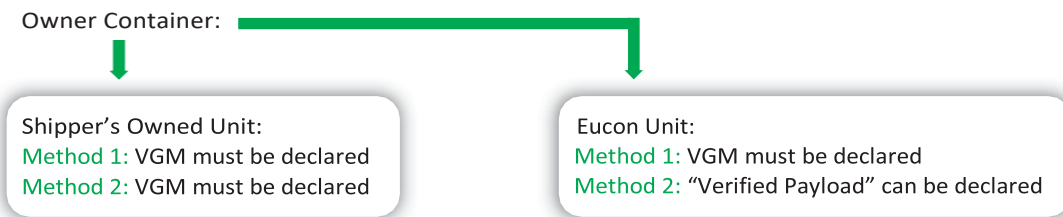
Upon receipt of a VGM, Eucon will assume this to be correct and within the limits and parameters as set by local legislation. Upon receipt of a Verified Payload, Eucon will assume the provided information to be correct and within the limits and parameters as set by local legislation.

Who should declare the VGM or “Verified Payload”?

Eucon shall consider the shipper being Eucon’s customer and on whose behalf Eucon is arranging the transport by Sea. Furthermore, the person declaring the weight should be legally authorised to do so and provide an ‘Authorised Signature’.

When can I declare a “Verified Payload” instead of a VGM?

Shipper wants to make a booking:



How and when should I communicate the VGM or the “Verified Payload”?

The VGM, or in case of a Eucon container and proper use of Method 2, the “Verified Payload”, should be communicated to Eucon:

- at time of booking if known
- after booking, but prior to arrival of the container at the terminal.

The required information can be communicated to Eucon:

- via EDI (for registered shippers with existing EDI connections);
- via e-mail, stating the Booking No. and providing an authorised signature;
- via entry on a special web-page on www.eucon.nl/VGM (secure logon with registration required).

What happens with this information after it has been received by Eucon?

After Eucon receives either the “VGM” or the “Verified Payload”, the VGM is included in the ‘COPRAR’ EDI message that is sent to the terminals. On our Booking confirmations the VGM (if received) is listed. On our Shipping confirmations the final declared VGM is listed.

What happens with my shipment when I do not or am late with declaring either the VGM or “Verified Payload”?

The IMO has asked all memberstates to use a pragmatic approach during the first three months of implementation. Individual memberstates however are free to interpret the international legislation and enforce to their choosing, including the imposing of fines. As the precise practice of the local authorities is unknown and can change in the coming weeks, Eucon cannot guarantee shipping of containers where we did not receive the required information in time. It could and perhaps should be expected that additional handling (for separating containers without VGM) and/or even fines will be imposed on shipments that do not meet the requirements. Eucon has no choice but to charge these costs to the shipper.

Why do I need to state the Payload when I am declaring a VGM?

Besides the Solas legislation it is the responsibility and duty of the shipper to declare proper and correct information on the cargo weight in line with relevant customs legislation.