

June 28, 2016

### **VGM Submission in the United States**

Dear Valued Client,

As a follow up to our communication last week, we'd like to provide you more information specific to the preparation and procedures when submitting a VGM to Maersk Line in the United States. As already announced, effective July 1st, 2016, every packed export container is required to have a VGM as a condition of loading aboard a vessel. Thus, all containers loading on/after the July 1<sup>st</sup> implementation date are subject to this change.

Our goal is to facilitate an easy submission of a VGM and a consistent information exchange with terminal operators. To do this, we will follow the approved methods to submit your VGM to Maersk Line and further details to comply with this regulation:

#### **Calculating a VGM:**

Shippers may use one of two methods to reach the VGM:

**Method 1** - Weighing the fully loaded container after it has been packed.

**Method 2** - Weighing the contents of the container, including cargo and any packing materials, and then adding that to the tare weight of the container printed on its outside. If using Method 2, we recommend checking the tare weight printed on the outside of your container. If unsure, you may reference our standard containers weights available on our website by [clicking here for dry containers](#) and [here for reefer containers](#).

#### **Submitting a VGM to Maersk Line:**

The preferred method for submission of a VGM to Maersk Line is through one or any of the digital channels mentioned below:

- Via **EDI message** for customers sending booking or shipping instructions via EDI solutions with Maersk Line.
- Via our website **www.maerskline.com** and login through our [My Maersk Line](#) portal. There are two ways to submit your VGM via our website:
  1. Via the Shipping Instructions submission
  2. Via Shipment Binder**NOTE:** We invite you to check our step-by-step guide [found here](#) to submit your VGM on our website.
- Via a **service portals** such as INTTRA\*, GT Nexus, and CargoSmart.
- Manual methods of submission\*\* are also acceptable but not encouraged - the preferred methods are the established digital channels to avoid documentation errors and delays in handover of information.

#### **VGM for Cargo Accepted via Terminal Gate**

Shippers currently exporting from marine terminals in the United States can provide a VGM to Maersk Line. Based on the U.S. Coast Guard's declared equivalency for the purpose of SOLAS compliance of the existing terminal weighing practice for on-dock scales, all terminals can now arrive at a VGM in the United States using terminal scales. As such, Maersk Line will accept the current terminal weighing practice to arrive at a VGM as a condition for loading, unless the VGM is supplied prior by the shipper. The following terminals have agreed to follow this practice:

- Baltimore Seagirt (Services: American Express, TA5, TP12, TA2)
- Boston Conley (Services: TA5)
- Boston-Conley Terminal (Services: TA5)
- Charleston Terminal N598 (Services: Oceania, MECL, TA5, TP11, TP10, TA1, TA3)
- Dutch Harbor (Services: TP Alaska)
- Houston Bayport Container Terminal (Services: MECL, TA6, TP18 and TA1)
- Jacksonville Blount Island Terminal (Services: TP10)
- Long Beach SSA Terminal Pier A (Services: TP8)
- Long Beach Total Terminals International (Services: TP2)
- Los Angeles APM Terminal Pier 400 (Services: TP6) \*\*\*

- Los Angeles Eagle Marine (Services: TP5)
- Miami POMTOC Terminal (Services: TA6, TP11, TA1, and TP18)
- Mobile Container Terminal (Services: TA3, TP18) \*\*\*
- New Orleans Ceres (Services: TA6, TA3)
- Newark APM Terminal – Berth 88 (Services: MECL, TA5, TP12 and TP10) \*\*\*
- Newark Maher Terminal (Services: AZX)
- Norfolk Virginia International Gateway (Services: MECL, TA5, TP11, TP12, TA1 and American Express)
- Norfolk Portsmouth Marine Terminal PMT (Services: TA2)
- Norfolk International Terminal (Services: AZX)
- North Charleston Terminal (Services: American Express)
- Oakland International Container Terminal – Berth 58 (Services: TP6, TP5, TP2)
- Philadelphia Packer Terminal (Services: Oceania)
- Port Everglades (Services: TA6)
- Port Newark Container Terminal (Services: TA2, TP11, American Express)
- Savannah Garden City Terminal (Services: MECL, TA5, TP11, TP10, TA3 and AZX)
- Seattle Total Terminals International (Services: TP9)
- Wilmington Container Terminal (Services: U7A)

**VGM Cut-offs \*\*\***

As a general guidance, the terminals listed above may apply a fee in the absence of a VGM upon gate-in. To avoid additional costs, we urge customers to submit a VGM to Maersk Line two (2) hours prior to cargo arrival at the terminal if sent via EDI or e-channels, or twelve (12) hours prior to cargo arrival for manual submission. Please note this information is subject to change so we encourage you to revisit this information on our website for further updates.

**VGM for Cargo Accepted at the Terminal via On-Dock Rail**

At this time, we are working within the OCEMA regulatory counsel and stakeholders across the industry regarding the Intermodal Safe Container Transportation Act (ISCTA) as it relates to arriving at a VGM. Once talks have concluded, we will communicate further details on VGM guidelines for export on-dock rail in the United States.

**A Shipper's Guide to VGM**

In our commitment to facilitate your experience when it comes to submitting a VGM to Maersk Line, we've designed a VGM Shippers' Guide has been designed to support you in this transition. You may download this Guide by [clicking here](#) or you can visit our dedicated VGM website at: <http://www.maerskline.com/en-us/shipping-services/verified-gross-mass>.

Lastly, we'd like to inform you that the International Maritime Organization (IMO) issued a circular recommending member states to be "pragmatic and practical" over a period of 3 months after the July 1<sup>st</sup> implementation date to adjust and overcome initial teething challenges. This positioned is welcomed by Maersk Line as it supports member states in providing some flexibility when issues arise in the transshipment of cargo, during software updates, or in the electronic collection and transmittal of VGM data. It should be noted that this is not an extension of the implementation date and as such, Maersk Line will continue to implement as planned, but will be guided by practical operational limitations (i.e. terminal readiness and policies).

As always, we thank you for your support and will continue to keep you informed about this topic in the coming days as we get closer to the July 1<sup>st</sup> date.

Thank you,  
Maersk Line

\* Customers who prefer using INTRA for submission of a VGM can do so before July 1<sup>st</sup>, 2016, without requesting authorization from Maersk Line. Fees associated with this service are a decision from the digital service provider and not by Maersk Line.

\*\* Maersk Line does not accept VGM submissions via Fax.

\*\*\* These terminals may charge an additional fee in the absence of a VGM upon gate-in. This policy is decided and enforced by the terminal and not by Maersk Line. We urge customers to submit a VGM to Maersk Line following the guidance outlined in this Advisory to avoid delays and/or added cost incurred in the absence.