

HOW TO MEET THE CONTAINER WEIGHT MANDATE

► As a shipper, what are your options?

METHOD 1

Take a loaded container over a **weighbridge**, subtract the weight of the truck, chassis, and fuel to get the weight of the packed container.

$$\frac{\text{TOTAL WEIGHT} - \text{TRUCK, FUEL, etc.}}{\text{LOADED WEIGHT}}$$

Scales must be certified and calibrated in line with the national standards of the country where the weighing occurred and Method 2 is subject to national certification and approval.

METHOD 2

Weigh each item – including its packaging, palleting, dunnage and other packing and securing materials – going into the box.

Add that sum to the weight of the container to find the weight of the packed container.

$$\text{GOODS} + \text{PACKING, etc.} + \text{CONTAINER} = \text{LOADED WEIGHT}$$

► What are you required to do?

Provide a document, paper or electronic, signed by the shipper to the shipping line and terminal declaring that the **shipper verified** the weight and that it was weighed properly.



The SOLAS amendment will be enforced by the coast guard or other agency responsible for SOLAS regulations in a given country and punishments for violations will vary by country.

► What happens in the case of noncompliance?

There are all kind of possibilities for what could happen to the box that failed to provide the certified weight document but none are settled.

Terminals may choose to hold a container or send it back, but whatever happens, the ship will leave and the container will not.

