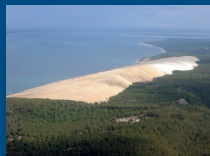




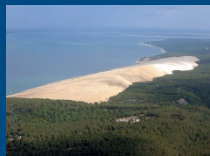
Weighing of shipping containers





Weighing of freight containers – background

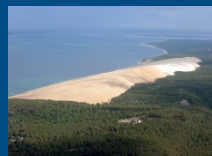
- See additional meeting document 50-CIML-AMD-11
- Subject brought to BIML's attention in early 2015
- Some communication with International Maritime Organisation (IMO) and World Shipping Council
- BIML participation in ICHCA seminar in September 2015



Why is this now an issue?



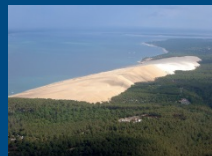
June 2011 – Denez rolover in Algeciras port



Why is this now an issue?



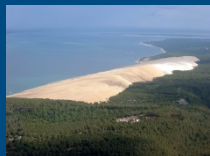
June 2013 – MOL Comfort broke up and sank in Indian Ocean





The IMO SOLAS regulations

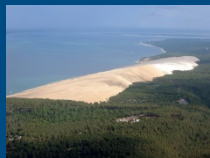
- Safety Of Life At Sea
- Will require gross mass of all freight containers to be provided before they are loaded onto a ship
- Come into force 1 July 2016
- Ports and shippers not prepared
- Legal metrology authorities not necessarily informed or involved in implementation





The IMO SOLAS regulations

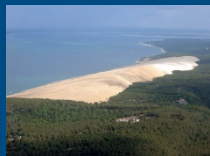
- Allows two methods of obtaining gross mass:
- Method 1:
Weigh the container once it has been packed and sealed
- Method 2:
Weigh contents separately, add pallets, dunnage, securing material, add tare weight
- Both are the responsibility of the shipper, not the port or the ship owner





Problems identified at seminar

- Short timescale
- Port operators not equipped
- Method 2 requires “certification and approval” of procedure
- Method 2 relies on declared tare weights which are highly inaccurate
- Guidelines contain no guidance on type or class of instruments to be used
- Uneven loading also a major problem, which is not covered by the regulations





What should OIML Members do?

- Contact national authorities responsible for SOLAS regulations
- Consider whether application will fall under national legal metrology laws
- Be prepared for questions and verification issues

