



**PFL Cargo**

82 Richard Pearse Drive, Auckland Airport 2022,  
PO Box 105612, Auckland 1143, NEW ZEALAND  
Tel: 0800 803278  
www.pacificforumline.com



## **Circular to Customers**

### **VERIFIED GROSS MASS REQUIREMENT**

You will be aware of the requirement for all containers to have a Verified Gross Mass (VGM ) for them to be received for shipment, Pacific Forum Line would like to provide the following update.

For our customers using the container terminals in New Zealand the VGM will need to be submitted as part of your pre-advice that is sent to the terminal prior to the container being delivered there.

Different terminals may have slightly different procedures for receiving & processing the VGM so you will need to comply with terminal operating procedures. Failure to do this will mean that your container will not be allowed through the gate and received on the wharf.

For our customers using the General Wharves at the Ports of Auckland & Mount Maunganui at the Port of Tauranga, the VGM should be submitted as part of your pre-advice if you are registered as customer of the Ports but will also need to be showing on the Carters Note that is presented to our stevedores who receive the containers into our stacks on the wharf.

For containers that do not have valid paperwork showing the VGM as declared by the shipper, access through the gate will still be granted but the containers will be weighed on site by our stevedores who will charge this cost back to the trucking company that deliver the container.

The shipper still needs to sign the declared VGM and so the carters note should be pre-signed by the shippers authorised signatory party and the VGM would need to be entered by the trucking company or stevedores who would need the shippers consent to indemnify them from any liability for having completed the VGM details which the shipper is declaring.

Attached is an example of a Verified Gross Mass to be declared and signed for by the shipper. If you will be using your VGM, the format will need to be modified to include this.



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Failure to declare a VGM for any container will mean the cargo cannot be received for shipment and the cargo will not be authorised to load.

Containers with declared VGM prior to arrival to the gate may also be re-weighed and any discrepancy will be notified to you and again may result in a container not being authorised to load due to an incorrect VGM declaration. Any costs such as detention, demurrage and re-handling associated with cargo not having a correct VGM declared, which results in the container being short-shipped, will be charged to the shipper.

The SOLAS legislation takes effect from the 01<sup>st</sup> of July 2016, however changes in process to ensure compliance must be operating by 15 June at the latest to ensure vessels transiting during that period are not held up due to a lack of VGM information.

Thankyou for your continued support.

Yours sincerely

**Pacific Forum Line**

**3 June 2016**