Verified Gross Mass (VGM) communication procedure at the Port of Barcelona

Version 1.2
May.2016

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0. Version history

Version 1.2
17th May 2016

- To report the verified gross mass of containers or to request weighing to the terminal, before accessing the container terminal, the alternative of using VERMAS messages instead of using messages COPARN (cargo acceptance order) is incorporated.
- A new section 6.5 which indicates how to proceed in cases where they do not match the weights indicated in the VGM notification messages (messages COPARN or VERMAS) with weights declared in the container loading list (message COPRAR) is added.
- Paragraph of regulations and references is updated.

Version 1.1
5th April 2016

- First English version
- Added some application error and acknowledgement messages (APERAK) as answer/acknowledgment to a VERMAS:
  - Paragraph 5.2.1, answer to message Nº6
  - Paragraph 5.2.2, answer to message Nº8
  - Paragraph 5.2.3, answer to message Nº2
  - Paragraph 6.1, answer to messages Nº6 and Nº10
  - Paragraph 6.2, answer to messages Nº2 and Nº8
- When the loading of the container on the intended vessel is independent from the reception or not of the VERMAS message, this VERMAS message will not need to be acknowledged using an APERAK message.

  The following VERMAS messages will not need an answer:
  - Paragraph 5.2.3, message Nº9
  - Paragraph 6.2, message Nº11

Version 1.0
8th March 2016

- Initial version. Published only in Spanish.

1. Objectives

The purpose of this document is to define the procedure for communicating the container verified gross mass (weight) among the parties involved in the new requirement derived from the amendment to regulation 2 of Chapter VI of SOLAS at the Port of Barcelona.

2. Scope

The procedure in this guide includes documentary exchanges necessary to transmit the container verified gross mass (VGM) from shipper to carrier, and from carrier to terminal.

This procedure only applies to full containers accessing the Port of Barcelona to be loaded on a vessel.

The document outlines a first scenario in which the VGM is transmitted from shipper to carrier and from the latter to the terminal, and other scenarios where VGM is obtained at the terminal, including the possibility of the VGM has been obtained by a third party acting on behalf of the responsible for obtaining it.

3. Definitions, concepts and clarifications

SOLAS (Safety Of Life At Sea). The SOLAS Convention in its successive forms is generally regarded as the most important of all international treaties concerning the safety of merchant ships.
The main objective of the SOLAS Convention is to specify minimum standards for the construction, equipment and operation of ships, compatible with their safety. Flag States are responsible for ensuring that ships under their flag comply with its requirements, and a number of certificates are prescribed in the Convention as proof that this has been done. Control provisions also allow Contracting Governments to inspect ships of other Contracting States if there are clear grounds for believing that the ship and its equipment do not substantially comply with the requirements of the Convention - this procedure is known as port State control. Current SOLAS Convention includes Articles setting out general obligations, amendment procedure and so on, followed by an Annex divided into 12 Chapters.
Chapter VI is about Carriage of Cargoes
(Source: IMO)

In addition, paragraph 2 of the Annex to the Guidelines regarding the verified gross mass of a container carrying cargo (IMO document MSC.1 / Circ.1475, 9th June 2014) include a set of definitions that also apply to this procedure.

4. Regulations and references

- SOLAS Chapter VI Regulation 2 Paragraphs 4-6
  http://www.worldshipping.org/industry-issues/safety/SOLAS_CHAPTER_VI_Regulation_2_Paragraphs_4-6.pdf

- SOLAS Guidelines Regarding the Verified Gross Mass of a carrying container cargo (MSC.1 / Circ.1475)
  http://www.worldshipping.org/industry-issues/safety/MSC_1-Circ_1475_-_Guidelines_Regarding_The_Verified_Gross_Mass_Of_A_Container_Carrying_Cargo_-Secretariat-.pdf

- Implementation of SOLAS requirements for Verified Gross Mass of packed containers: Joint industry Frequently Asked Questions (FAQs) (MSC 96/24/1 28 January 2016).

- Resolution 2016/111/XXXX, of May xx 2016, from the Director General de la Marina Mercante, related to the verification of the container's gross mass.

- Documentation prepared by the SMDG (Ship's Message Designing Group). It includes EDI message implementation guides (MIGs) for messages COPARN, COPRAR and VERMAS mentioned in this procedure.
  www.smdg.org

- Specific meetings of the committee for the VGM implementation at the Port of Barcelona.

5. Procedure description

5.1. General overview of the procedure

5.1.1 Actors

The involved actors in this procedure are listed below:

- **Shipper.** It must advise the verified gross mass to carrier according to method 1 or 2; within specified time limits that allow the VGM information to reach the terminal sufficiently in advance of ship loading planning; so that, being useful to prepare and implement the ship's stowage plan. Shipper can request a third party to weigh the container, but, in any case, the shipper remains responsible for obtaining and documenting the VGM.
- **Carrier or its agent in port.** He has to advise the terminal with the verified gross mass as given by shipper. In agreement with Terminal, the Carrier should set the specific deadline for submitting the verified gross mass information.
- **Terminal.** Terminal has to use the verified gross mass in the preparation and implementation of the ship's stowage plan. Terminal should not load a container onto the ship until its verified gross mass is available, and, for containers being transshipped, terminal must accept the declared VGMs.
- **Master.** He should not allow the loading of a container for which VGM has not been obtained. The master needs to be able to prove that every container's weight has been verified if requested by any inspector in the framework of port state control and flag state control (Paris MoU).

5.1.2 Messages

The procedure depicted in later sections brings us to two main scenarios, one in which the VGM is obtained by the shipper and the information is sent to terminal via the carrier, and another scenario in which the terminal is receiving a request to obtain the VGM and has to send the information to the rest of parties involved in the transportation chain.

Shipper could update the information transmitted in the original shipping instructions message by adding the VGM and any other information needed to comply with the provisions on verification of a gross weight of a loaded container. And, alternatively, the VGM could be advised via EDI VERMAS messages.

Communication of VGM between the parties (a) and communication of weighing instructions or orders (b) shall be made by exchanging EDI messages.

a) The communication of the VGM from shipper to carrier shall be effected by sending an specific message for that purpose (whether EDIFACT message VERMAS or whether by sending a shipping instructions message IFTMCS with information about the container VGM).
And the communication from carrier to the terminal should be done by sending an updated version of the Container Announcement Instructions Message (EDIFACT message

COPARN) with the VGM value, when container has not yet entered the terminal, or using a message VERMAS if the container is already in the terminal.

b) The shipper could notify the carrier the instruction to weigh the container through a VERMAS message, which will incorporate such a new functionality.
The carrier may request this service of weight verification to the terminal by means of a Container Announcement Instructions Message (EDIFACT message COPARN) that incorporates this new functionality, only in case the container has not yet entered into the terminal. In case the container was already into the terminal, a VERMAS message with the order or instruction to weigh the container will need to be used.

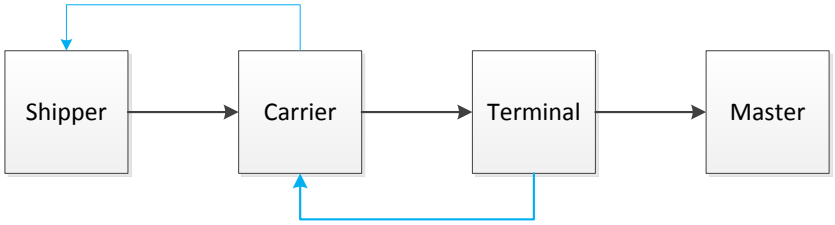

Fig. 1: Information flow

When the terminal obtains the VGM (shown in blue in Figure 1), it shall notify the VGM to the carrier by means of a VERMAS message and carrier could communicate the VGM to the shipper in the same way.

In addition, the loading lists that carriers send to terminals will need to clearly specify whether the weight advised has been verified or not. And, the last version of those loading lists that will be sent to the terminal should only include full containers having their weight verified or empty containers, for which this SOLAS amendment do not apply.

All EDI messages indicated in this section can be used for one or several containers.

5.1.3 Interaction with other documentary exchange procedures

The documentary exchange of loading reports (included in the procedure for loading lists from the Port of Barcelona) will not be modified by the requirement to communicate the VGM between parties involved, because all containers that are loaded had to have their weight verified.

Neither container get-in messages (EDIFACT CODECO) will be modified by the new requirement to communicate the VGM between the parties involved in this new procedure.

5.2. Exchange of messages between the parties involved

This section depicts various scenarios in which the shipper obtains the VGM by his own means or outsources the weighing service to a third party, while maintaining his liability.

5.2.1 Scenario 1: The shipper obtains the container VGM.

Figure 2 shows the flow of information for those cases where the shipper obtains, by his own means, the VGM of the container and communicates it to the carrier for its relay to the terminal.

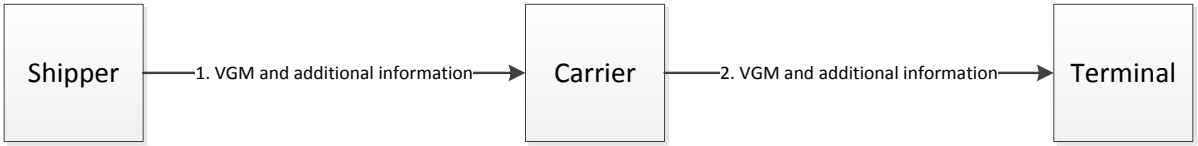

Fig. 2: VGM communication, when the shipper obtains the verified weight

Figure 3 shows, in greater detail, documentary exchanges associated with VGM in the case in which shippers are obtaining the VGM by their own means, either using Method 1 or Method 2.

The diagram shows, in dimmed grey color, the documentary exchanges concerning other procedures that are not affected by the communication of the VGM.

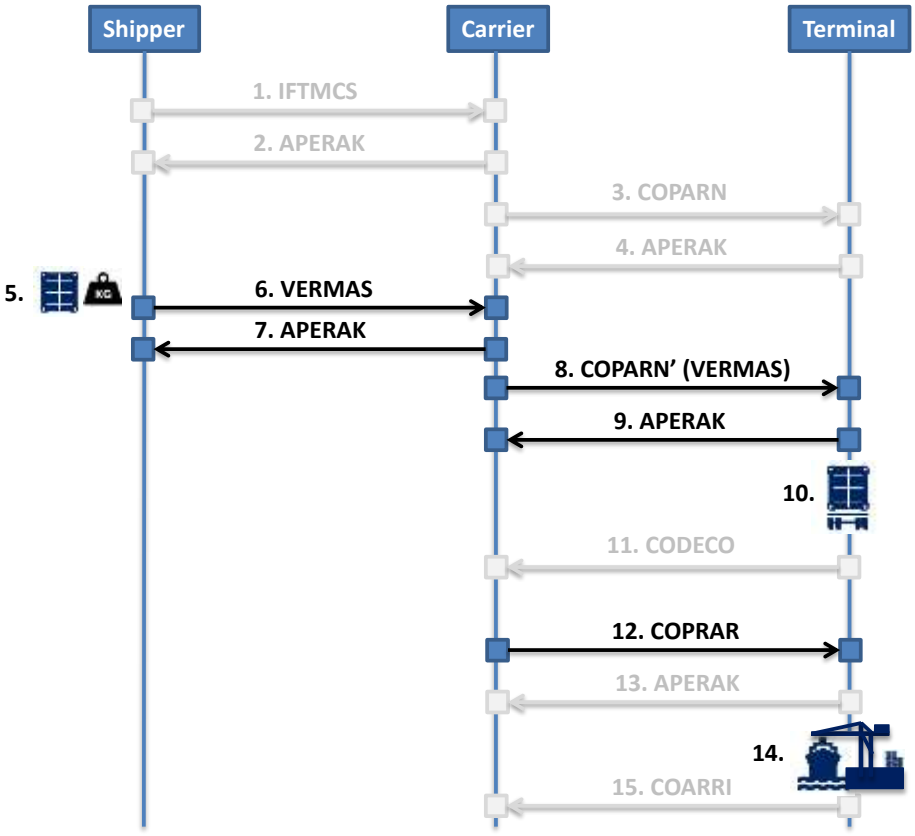

Fig. 3: Flow diagram of the VGM communication procedure when shipper obtains the verified weight

Messages represented in Figure 3:

(1) **Shipping Instructions.** Shippers can enter a first version of the shipping instructions data in their computer application. This first message will be prior to loading the container and does not necessarily include the VGM.
The shipper will send an EDIFACT IFTMCS message with the shipping instructions information.

(2) The carrier or shipping agent shall acknowledge receipt of the message by sending an EDIFACT APERAK message.

(3) **Cargo acceptance order** (original message). As part of the procedure for admission of goods by road into the Port of Barcelona, the carrier shall send a container announcement instructions message, using a message that follows the COPARN E02 MIG defined in this procedure. In this message it is very unlikely that the verified weight could be advised, because the carrier usually sends it together with the release order for the empty container; so that, when goods have not yet been loaded into the container.

(4) Terminal sends an acknowledgment in the form of an EDIFACT APERAK message.

(5) **Obtaining verified weight**. The shipper will obtain the VGM using Method 1 or 2.

(6) When the shipper has the container VGM available when issuing the shipping instructions, he/she will add the value of the VGM and will report as well on the remaining data required (name of the responsible person for the provided weight, method used, date of verification, references to the verifying process...).
The shipper will send to the carrier as many VERMAS messages as containers are included in the shipping instructions.

(7) Carrier sends an acknowledgment in the form of an EDIFACT APERAK message.

(8) **Cargo acceptance order update with the VGM data**. When the shipper will have notified the container VGM, the carrier will send a container announcement instructions message update by sending a new COPARN E02 MIG message, which will have a weight modification function and indicating the VGM for all the containers included in that message. Alternatively, instead of the message COPARN, a VERMAS message can be used to communicate the VGM.

(9) The terminal will send an acknowledgment in the form of an EDIFACT APERAK message.

(10) The container enters into the terminal.

(11) **Notification of entry** (container get-in message). At the time of entry or when the container has been delivered at the container yard, the terminal will send an EDIFACT CODECO message (included in the procedure for the entrance of goods by land at the Port of Barcelona).

(12) **Container loading list.** Before the starting of the loading plan preparation, the carrier must send the container cargo list with all the containers that are to be loaded. The list of containers is sent using an EDIFACT COPRAR message (included in the procedure for loading lists at the Port of Barcelona). In this message, and for every full container, there will be a confirmation about the weight being verified or not.
Subsequently and until the deadline determined by the terminal ("closing time"), further amendments to the initial container list can be send.
The latest version of the container loading list that will be sent to the terminal should only include full containers who already have a VGM.

(13) The terminal sends an acknowledgment in the form of an EDIFACT APERAK message.

(14) **Loading of the ship**.

(15) **Loading report.** At the end of the ship's loading operation, the terminal will send an EDIFACT message COARRI (part of the procedure of container loading lists at the

Port of Barcelona) to the shipper, where all the loaded containers will be included with its position on the ship.
All containers of this message must have their verified gross mass.

5.2.2 Scenario 1B: Third party weighs the container, as instructed by the shipper.

Figure 4 shows the transfer of VGM information in case a third party weighs the container, as per shipper's instructions.

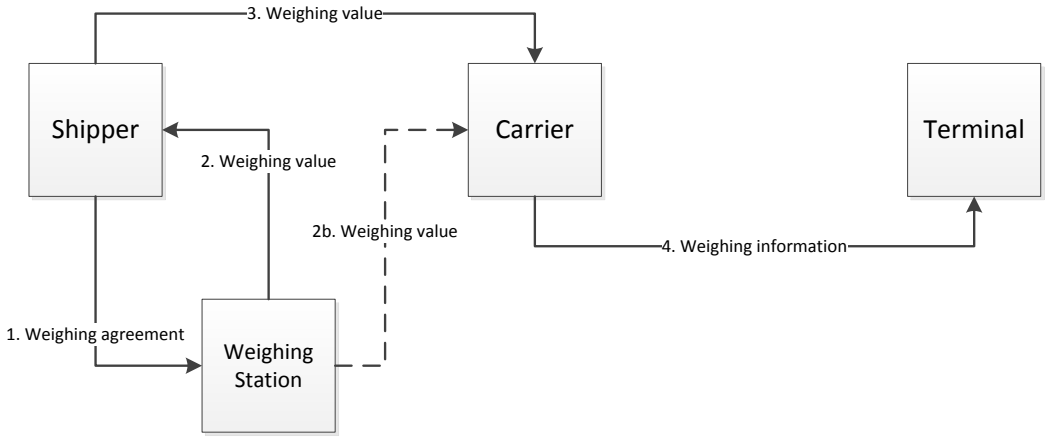

Fig. 4: VGM communication when shipper orders the weighing to a third party

Figure 5 shows, in greater detail, the documentary exchanges associated with communication of verified gross mass in the case in which the shipper does not obtain the verified weight using his own means, but he/she requests a third party to obtain the VGM using method 1.

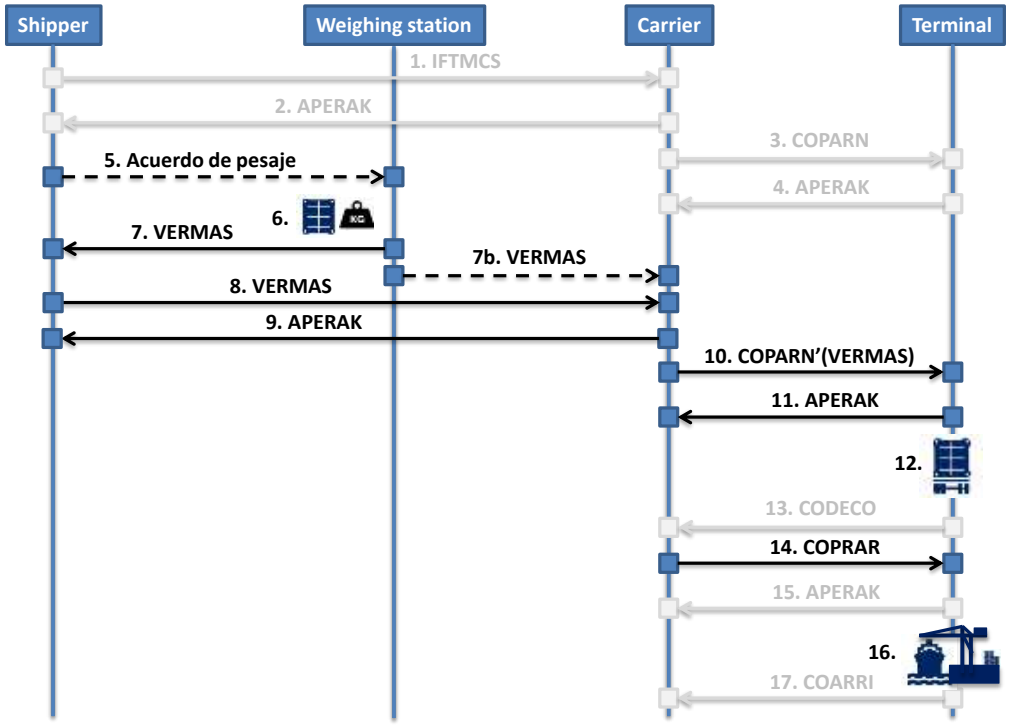

Fig. 5: Flow diagram of the VGM communication procedure when a third party is instructed to obtain the weight

In Figure 5 are also shown, in a dimmed gray color, the documentary interchanges related to other procedures implemented at the Port of Barcelona.

Related messages and operations are shown in Figure 5:

(1) **Shipping instructions data entry** (part of the procedure of maritime transport procurement at the Port of Barcelona). The shipper can enter data from the shipping instructions in his/her application. This message will usually be sent previously to container loading, and will not include any information about its verified weight.
The shipper will send an EDIFACT IFTMCS message with the information of the shipping instructions.

(2) The carrier or shipping agent acknowledges the shipping instructions reception sending an EDIFACT APERAK message by return.

(3) **Cargo acceptance order** (original message). As part of the procedure for entry of goods to the port by road, the carrier shall send a cargo acceptance order, using the EDIFACT COPARN E02 message defined in that procedure. This message will usually be sent previously to container loading and will not include any information about its verified gross mass.

(4) The terminal acknowledges the reception of the cargo acceptance order sending an EDIFACT APERAK message by return.

(5) The shipper can establish an agreement with a weighing station for weighing one or more containers. This agreement may be achieved through a direct communication between the parties or may be materialized by including an instruction for weighing the container on the transport order.

(6) **Container weighing.** The weighing station will obtain the verified gross mass of the container using Method 1.

(7) **Communication of the verified gross mass of the container.** An EDIFACT message VERMAS from the weighing station to the shipper and, optionally, to the carrier (7b message) to inform about the verified gross mass of the container.

(8) **Communication of the verified gross mass of the container.** Message EDIFACT VERMAS from the shipper to the carrier advising about the VGM of the container.

(9) Carrier sends an acknowledgment in the form of an EDIFACT APERAK message.

(10) **Cargo acceptance order update** with the verified gross mass data. When the shipper has communicated the verified gross mass of the container, the carrier must submit an update of the cargo acceptance order through a new EDIFACT message COPARN E02 with a "change" function and including the verified gross mass of the containers. Alternatively, instead of updating the COPARN message, a VERMAS message may be used to communicate the VGM.

(11) The terminal acknowledges the reception of the new cargo acceptance order sending an EDIFACT APERAK message.

(12) **Container land entrance to the terminal.**

(13) **Entry notification.** At the time of entry or when the container has been left in the terminal's yard, the terminal will send an EDIFACT message CODECO (part of the procedure of road entry at the Port of Barcelona).

(14) **Container loading list.** Before the starting of the loading plan preparation, the carrier must send the container cargo list with all the containers that are to be loaded. The list of containers will be sent via an EDIFACT message COPRAR (part of the procedure of container loading lists at the Port of Barcelona). In this message, for every full container, there will be a confirmation about the weight being verified or not.
Subsequently and until the deadline determined by the terminal ("closing time"), further amendments to the initial container list can be send.
The latest version of the container loading list that will be sent to the terminal should

only include full containers who already have a verified gross mass.

(15) The terminal acknowledges reception of the container loading list sending an EDIFACT APERAK message.

(16) **Loading of the ship.**

(17) **Loading report.** At the end of the ship's loading operation, the terminal will send an EDIFACT message COARRI (part of the procedure of container loading lists at the Port of Barcelona) to the shipper, where all the loaded containers will be included with its position on the ship.
All containers of this message must have their verified gross mass.

5.2.3 Scenario 2: The terminal receives the order to obtain the verified gross mass of the container.

Figure 6 shows the flow of information on the verified gross mass in case the terminal is to weigh the container as per shipper's instructions.

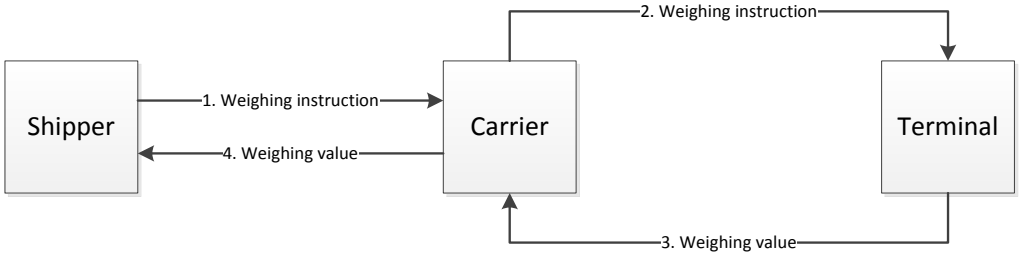

Fig. 6: Comunicación del VGM cuando la terminal deberá obtener el peso

Figure 7 shows, in greater detail, documentary interchanges associated with VGM communication when the shipper does not obtain the verified weight by his/her own, and requests the verification of the container weight to the terminal by method 1.

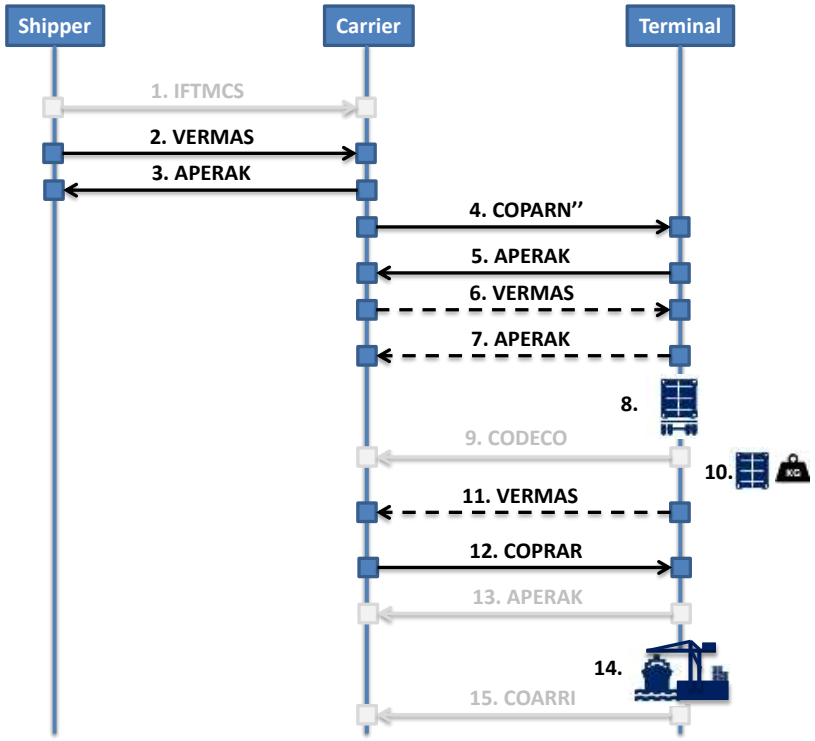

Fig. 7: Flow diagram of the VGM communication procedure when terminal has to obtain the verified weight

List of messages and operations depicted in Figure 7:

(1) **Shipping instructions data entry** (part of the procedure of maritime transport procurement at the Port of Barcelona). The shipper will send an EDIFACT IFTMCS message to the carrier including the shipping instructions. In this message the instructions to weigh the container might be included.

(2) **Container weighing instruction.** The shipper may send an EDIFACT message VERMAS including an instruction to weigh the container. This message must be sent after booking the space for the container in the vessel, and could be sent previously to the shipping instructions (message 1). In every case, the VERMAS message with weighing instruction should include a reference to the booking number, which will be the key field to link all documentary exchanges associated with the container VGM communication.

(3) Carrier sends an acknowledgment in the form of an EDIFACT APERAK message.

(4) **Cargo acceptance order** (EDIFACT message COPARN E02) with instruction to the terminal to weigh the container.
If there is an agreement between the carrier and the terminal, the cargo acceptance order update can be used to indicate to the terminal that the container must be weighed.
The cargo acceptance order cannot be updated once the container has already entered the terminal.

(5) The terminal acknowledges the reception of the cargo acceptance order sending an EDIFACT APERAK message.

(6) OPTIONAL. Alternatively, instead of including the weighing order in the message COPARN, a VERMAS message can be used with the weighing instructions.

(7) OPTIONAL. The terminal acknowledges the reception of the cargo acceptance order sending an EDIFACT APERAK message.

(8) Container land entrance to the terminal.

(9) **Entry notification.** At the time of entry or when the container has been left in the terminal yard, terminal will send an EDIFACT message CODECO (part of the procedure of land entry at the Port of Barcelona).
In some container terminals, this message may be sent after the communication of the verified gross mass of the container (message 8).

(10) **Container weighing.** The terminal will obtain the verified gross mass of the containers using Method 1.

(11) **Communication of the container verified gross mass** (only in those cases when the terminal has been requested to weigh the container). VERMAS EDIFACT message from the terminal to the carrier to inform about the container verified gross mass.

(12) **Container loading list.** Before the starting of the loading plan preparation, the carrier must send the container cargo list with all the containers that are to be loaded. The list of containers will be sent via an EDIFACT message COPRAR (part of the procedure of container loading lists at the Port of Barcelona). In this message, for every full container, there will be a confirmation about the weight being verified or not.
Subsequently and until the deadline determined by the terminal ("closing time"), further amendments to the initial container list can be send.
The latest version of the container loading list that will be sent to the terminal should only include full containers who already have a VGM

(13) The terminal acknowledges the reception of the container loading list by sending an EDIFACT APERAK message.

(14) **Loading of the vessel.**

(15) **Loading report.** At the end of the ship's loading operation, the terminal will send an EDIFACT message COARRI (part of the procedure of container loading lists at the

Port of Barcelona) to the shipper where all the loaded containers will be included with its position on the ship.
All containers of this message must have their verified gross mass.

5.3. Deadlines for submission of documents

Information on the verified gross mass should reach the terminal sufficiently in advance of ship loading to be used in the preparation and implementation of the ship stowage plan.

The application of this procedure does not change the deadlines previously established for other related documentary interchange procedures. In case of discrepancy between the time limits specified in this section and those established in those procedures, the latter should be observed.

5.4. Modification and cancellation of documents

As per this procedure it is possible to obtain the VGM before the container enters into the terminal, but it is also possible to get it afterwards. It is also possible to get the VGM beforehand, but to communicate this VGM after delivering the container to the terminal. Therefore, once the VGM is obtained and communicated to the terminal, this VGM must not be changed, with the only possible exception of correcting a transcription mistake.

The necessary documentary interchanges for requesting a third external party to weigh the container have been as well contemplated on this procedure; so that, it makes no sense to try to correct the instruction afterwards.

5.5. Contingency procedure in case of failure in the EDI communications

In the event of a failure of the EDI communications in any of its points (shipper, carrier, terminal or Port Community System), or failure of the computer systems of any of the operators, when needing to communicate the verified gross mass of the container the following instructions must be followed:

- When the EDI message associated with the communication of the verified gross mass cannot be sent due to a failure in the computer system of the recipient, while the operation of the container is not altered by the delay, it is recommended to wait until the recipient resumes his/her documents exchange service. In case the delay could jeopardize the loading of the container on the intended vessel, the verified gross mass will need to be transmitted via email to the address set by the receiving party which is activating the Contingency Plan.
- When the sender of an EDI message associated with the communication of the verified gross mass cannot send it due to a failure on his/her computer system, while the operation of the container is not altered by the delay, the sender would try to fix the problem and, in case the delay could jeopardize the loading of the container on the intended vessel, he/she will need to contact the receiver to indicate that the

Contingency Plan has been activated and to request an email address for sending the verified gross mass info.

- In any cases, the following information is to be sent:
  - Sender's NIF (Required)
  - Receiver's NIF (Required)
  - Container number (Required)
  - Verified Gross Mass expressed in Kg (Required)
  - Method used to obtain the VGM (Required)
  - Responsible person of the VGM (Optional)
  - Date and time when the VGM has been ascertained (Optional)

In Annex 8.1 it is detailed how to include this information in the subject of an email.

5.6 Discrepancias entre los pesos declarados en los mensajes de información sobre el VGM y las listas de carga.

If the weight declared by the shipping agent in the container loading lists differs from the one indicated in previous documents with VGM information sent to the terminal, shall be deemed that the correct weight is the one indicated in the container loading lists, with the only exception of the containers whose weight has been obtained by the terminal. In the latter case, the terminal will use the weight obtained to be used in the preparation and implementation of the ship stowage plan.

6. Special cases

6.1 Scenario 1. Communication of the verified gross mass after the entry of the container into the terminal

The documentary interchanges from scenario 1 are shown in the diagram below, with the particularity that the communication of the verified gross mass has not been effected before its entry into the terminal as an update of the cargo acceptance order, and it should consequently be done afterwards as a VERMAS EDIFACT message.

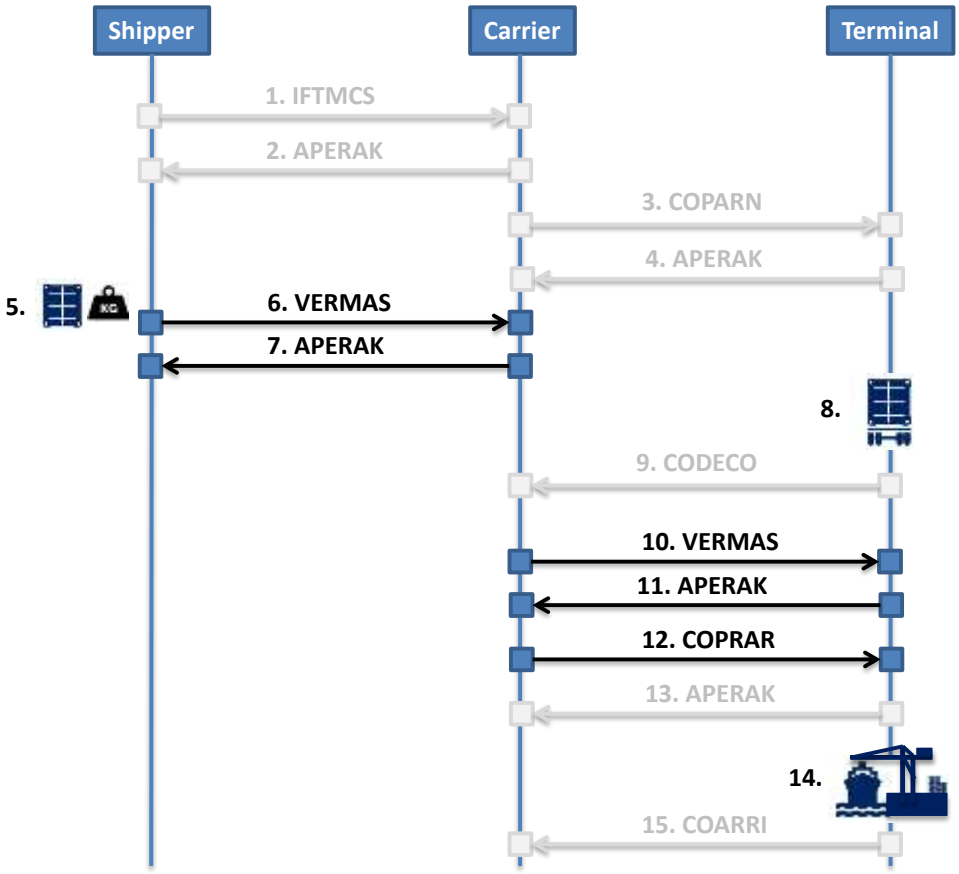

Fig. 8: Flow diagram of the VGM communication procedure when the container has entered into the terminal

In the diagram are shown, in a dimmed gray color, the documentary interchanges associated with other procedures.

The list of messages shown in the diagram of Figure 8 partially coincides with those shown in Figure 3, with the only exception that in this new scenario the carrier does not update the cargo acceptance order indicating the verified gross mass of the containers initially declared and, instead, hi/she sends a message EDIFACT VERMAS (message No. 10) with the verified weight.

6.2 Scenario 2. The terminal receives the order to obtain the verified gross mass when it has already entered into the terminal

In the diagram below are shown the documentary interchanges from scenario 2, with the particularity that the communication of the instructions of weighing from carrier to the terminal are not sent before its entry into the terminal as an update of the cargo acceptance order, and they should be done after as a VERMAS EDIFACT message with this functionality.

In the diagram are shown, in a dimmed gray color, the documentary interchanges associated with other procedures.

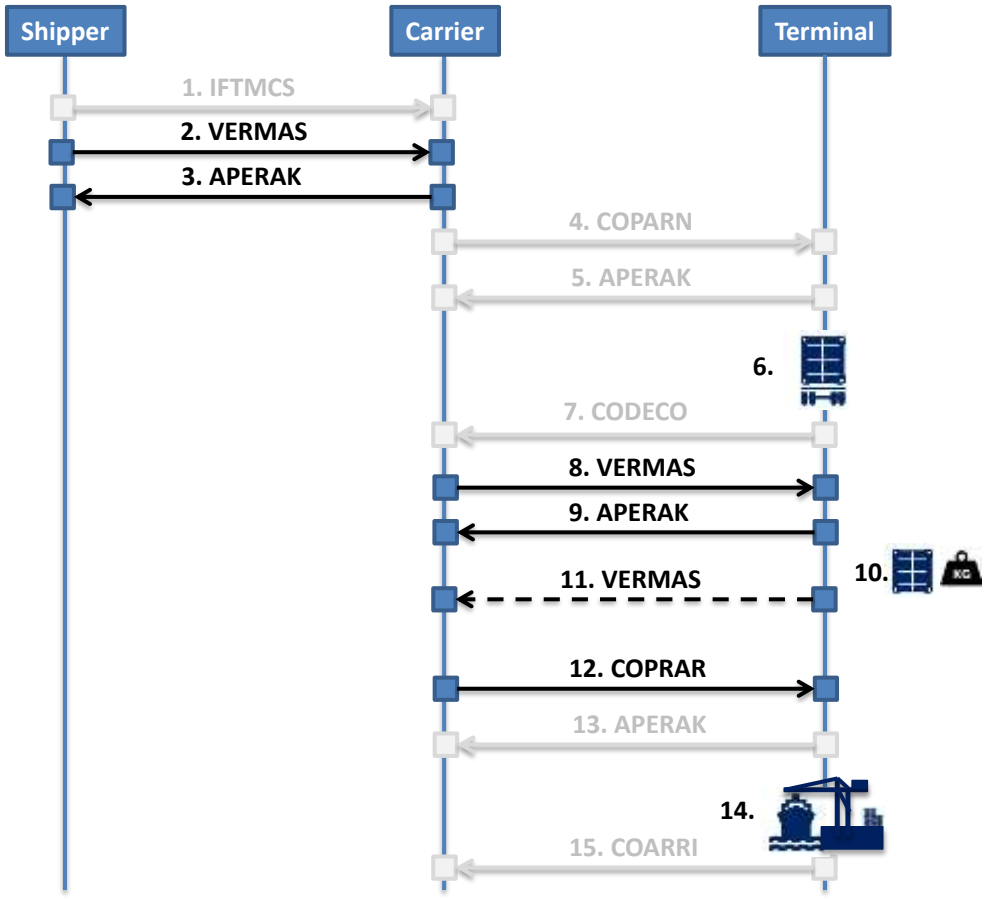

Fig. 9: Flow diagram of the weighing instructions when the container has entered into the terminal

The list of messages shown in the diagram of Figure 9 partially coincides with those shown in Figure 7, with the only exception that in this new scenario the cargo acceptance order (message Nº 4) does not include the verified gross mass nor the weighing instruction and, after the entry of the container at the terminal, the carrier shall send a message VERMAS which request the container weighing service to the terminal.
From that moment, the documentary interchanges again match those shown in Figure 7.

6.3 Container re-weighed in a terminal when it already has a verified gross mass

As indicated in paragraph 9.2 of the Guidelines regarding the verified gross mass of a container carrying cargo (MSC.1 / Circ.1475), any discrepancy between a verified gross mass of a packed container obtained prior to the container's delivery to the port terminal facility and a verified gross mass of that container obtained by that port facility's weighing of the container should be resolved by using the latter verified gross mass obtained by the port terminal facility. In this case, the weight obtained by the terminal must be communicated to the carrier by a VERMAS EDIFACT message, so that it can relay it to the shipper.

6.4 Documentary exchanges when containers access the port by rail

In the case of goods that access the port by rail, verification of the gross mass of the containers may also be made before arrival at the terminal or afterwards.

In this scenario there are new players that did not exist in the road transport scenario, such as rail logistics operators that are responsible for processing most of the cargo related documentation.

In this scenario it is recommended that the carrier send VERMAS messages to the terminal, either with container verified gross mass information or instructions to the terminal for weighing the containers. Terminals will also accept these messages from rail logistics operators.

All full containers arriving at the container terminal by rail, that must leave it by sea, should be included in the loading list of the vessel and, in that document, it must be indicated whether their weight has been verified or not. It should also be noted that in the latest version of the loading list that would be sent to the terminal, only those full containers that already have the verified gross mass are to be included.

7. Related procedures

Hereafter are listed the documentary interchange procedures, applicable at the port of Barcelona, related to this procedure:

- Procedure of maritime transport procurement at the Port of Barcelona.
- Procedure of road entry of goods at the Port of Barcelona
- Procedure entry and exit of goods by rail at the Port of Barcelona.
- Procedure of container loading lists and reports at the Port of Barcelona.

8. Annexes

8.1. VGM communication in case of contingency

If case the Contingency Plan must be activated, and VGM information of the containers transmitted via email, the following information must be included in the mail:

- Sender's NIF (Required)
- Receiver's NIF (Required)
- Container number (Required)
- Verified Gross Mass expressed in Kg (Required)
- Method used to obtain the VGM (Required)
- Responsible person of the VGM (Optional)
- Date and time when the VGM has been ascertained (Optional)

And the email subject must include the following mandatory data, separated by a semicolon character (";"):

- "VGM" constant
- Sender's NIF (9 alphanumeric characters)
- Receiver's NIF (9 alphanumeric characters)
- Container number (11 alphanumeric characters, no spaces nor hyphens)
- Verified Gross Mass expressed in Kg (5 numeric characters, without decimals)
- Method used to obtain the VGM (1 numeric character, possible values "1" or "2")

For example:

VGM;A08123456;A28111111;ABCU1234567;12445;1

8.2. Indicators of use of the procedure

To assess the degree of use of this procedure in the Port of Barcelona, the evolution of the following indicators will be analyzed:

- Percentage of full containers loaded in vessels, weighed outside the terminals, for which the carrier has electronically sent the verified gross mass to the terminal.
- Percentage of full containers loaded in vessels, weighed at terminals, for which the terminal has electronically sent the verified gross mass to the carrier.

9. Maintenance guide

Any request to change this procedure or any related issues should be addressed to:

Fòrum Telemàtic secretariat

E-mail: forum.telematic@portdebarcelona.cat
WWW www.forumtelematic.org