

# Intermodálna preprava

Zmeny v pravidlách pri overovaní hmotnosti kontajnerov

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# OBSAH

- Zákon o cestnej premávke
- Maximálne celkové hmotnosti vozidiel a jazdných súprav v SR
- Revízia smernice 96/53/ES – hmotnosť všetkých intermodálnych prepravných jednotiek
- Verifikovaná hmotnosť kontajnerov od 1.7.2016 podľa SOLAS

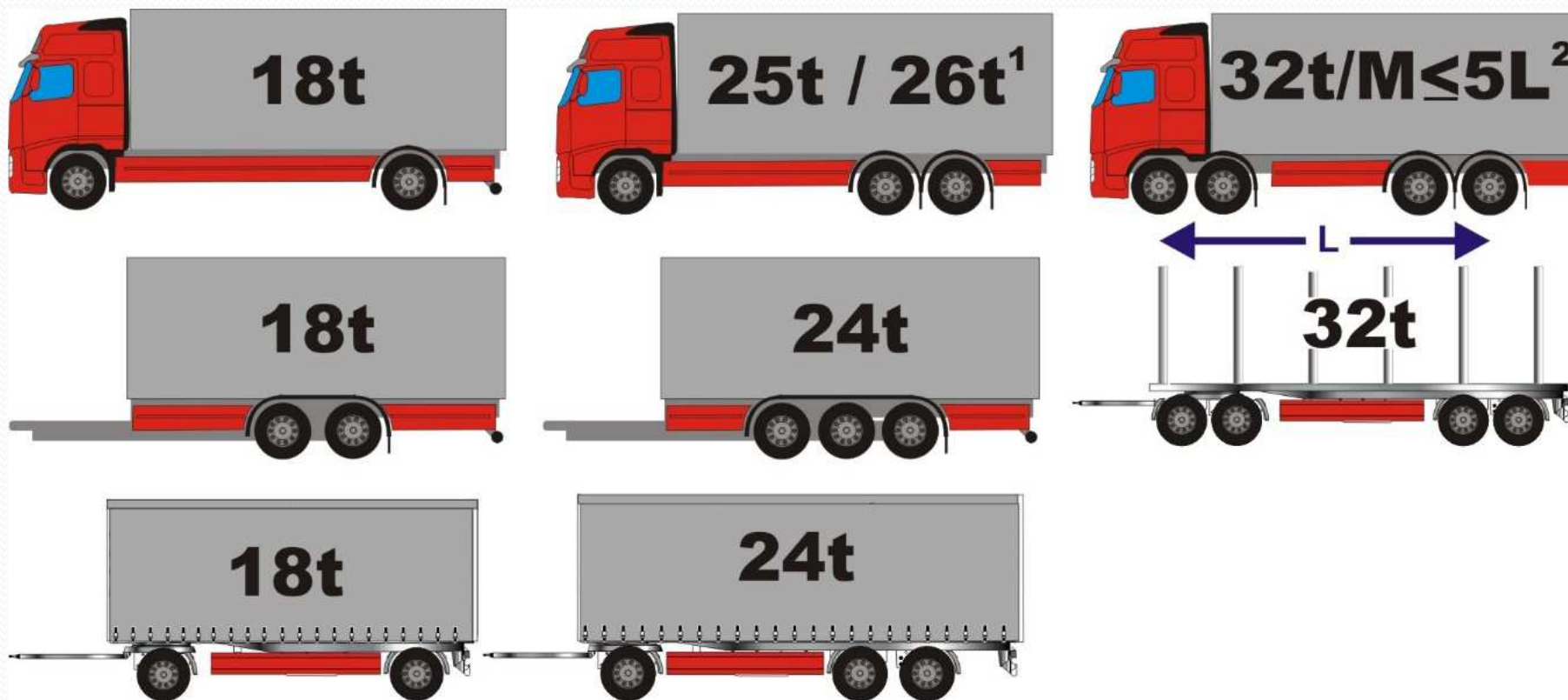
## § 51 zákona č. 8/2009 Z. z. (preprava nákladu):

- **(1) Pri preprave nákladu sa nesmie prekročiť najväčšia prípustná celková hmotnosť vozidla, najväčšia prípustná hmotnosť jazdnej súpravy, najväčšia prípustná hmotnosť prípojného vozidla ani najväčšia prípustná hmotnosť pripadajúca na nápravy vozidla.**

§ 138 **Správne delikty** môže orgán Policajného zboru uložiť **pokutu až do výšky 3 500 eur** právnickej osobe alebo fyzickej osobe – podnikateľovi, ktorá bez vedomia vodiča vozidla alebo jeho prevádzkovateľa pri nakladaní tovaru prekročí najväčšiu prípustnú celkovú hmotnosť vozidla, najväčšiu prípustnú hmotnosť jazdnej súpravy, najväčšiu prípustnú celkovú hmotnosť prípojného vozidla alebo najväčšiu prípustnú hmotnosť pripadajúcu na nápravy vozidla.



# Najväčšie prípustné celkové hmotnosti SR, EU (Nariadenie 349/2009 Z. z.)

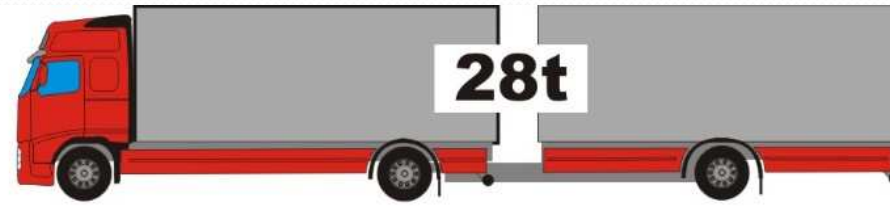


<sup>1</sup>... ak je hnacia náprava vybavená dvojitou montážou pneumatík a vzduchovým odpružením alebo odpružením uznaným za rovnocenné v rámci Európskych spoločností alebo ak je každá hnacia náprava vybavená dvojitou montážou pneumatík a najväčšia prípustná hmotnosť pripadajúca na nápravu nepresahuje 9,50 t

<sup>2</sup>... maximálna prípustná hmotnosť v tonách motorového vozidla so štyrmi nápravami nesmie prekročiť pätnásobnú vzdialenosť v metroch medzi stredmi prvej a poslednej nápravy vozidla



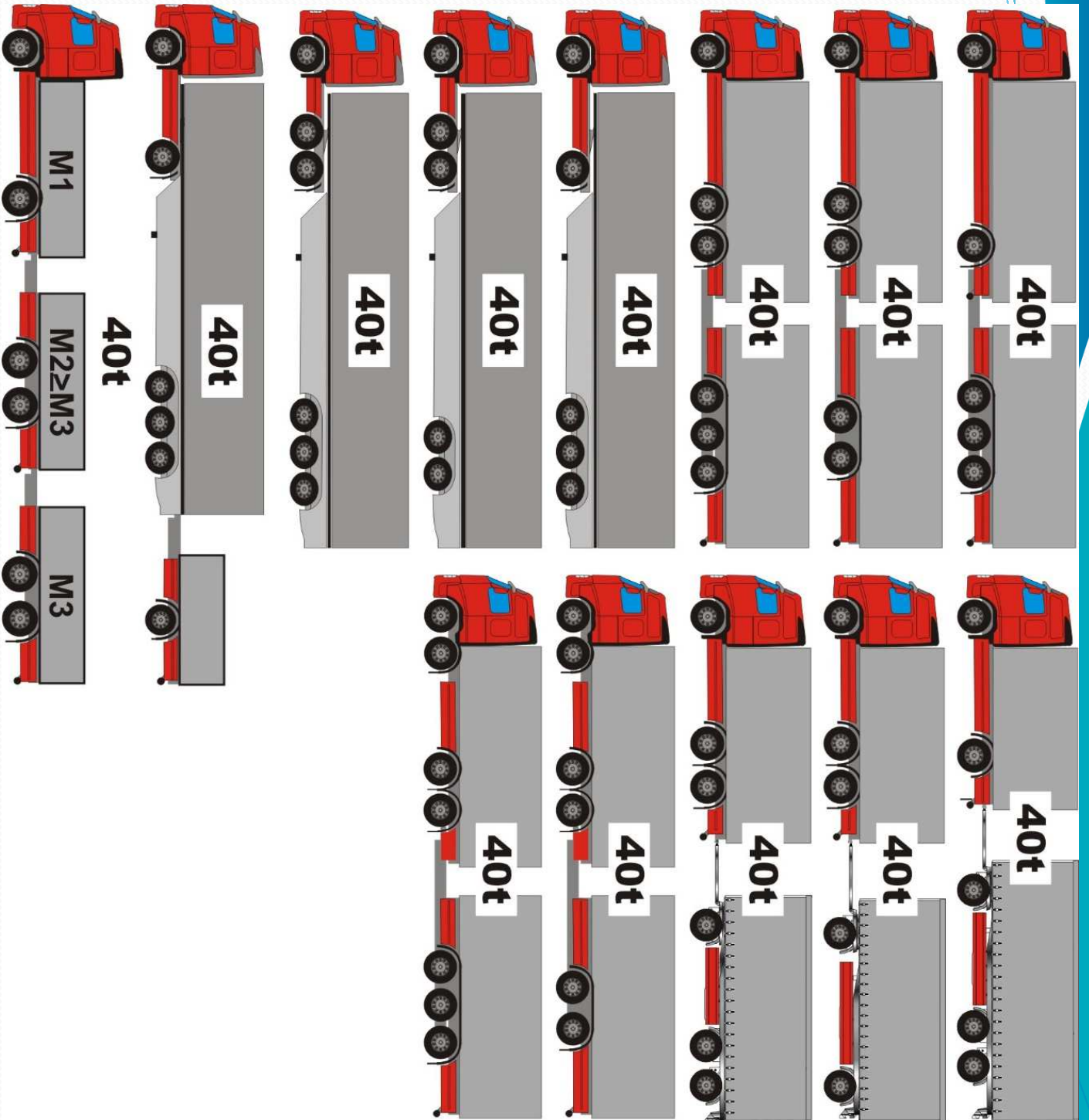
# Najväčšie prípustné celkové hmotnosti jazdných súprav SR, EU (Nariadenie 349/2009 Z. z.)



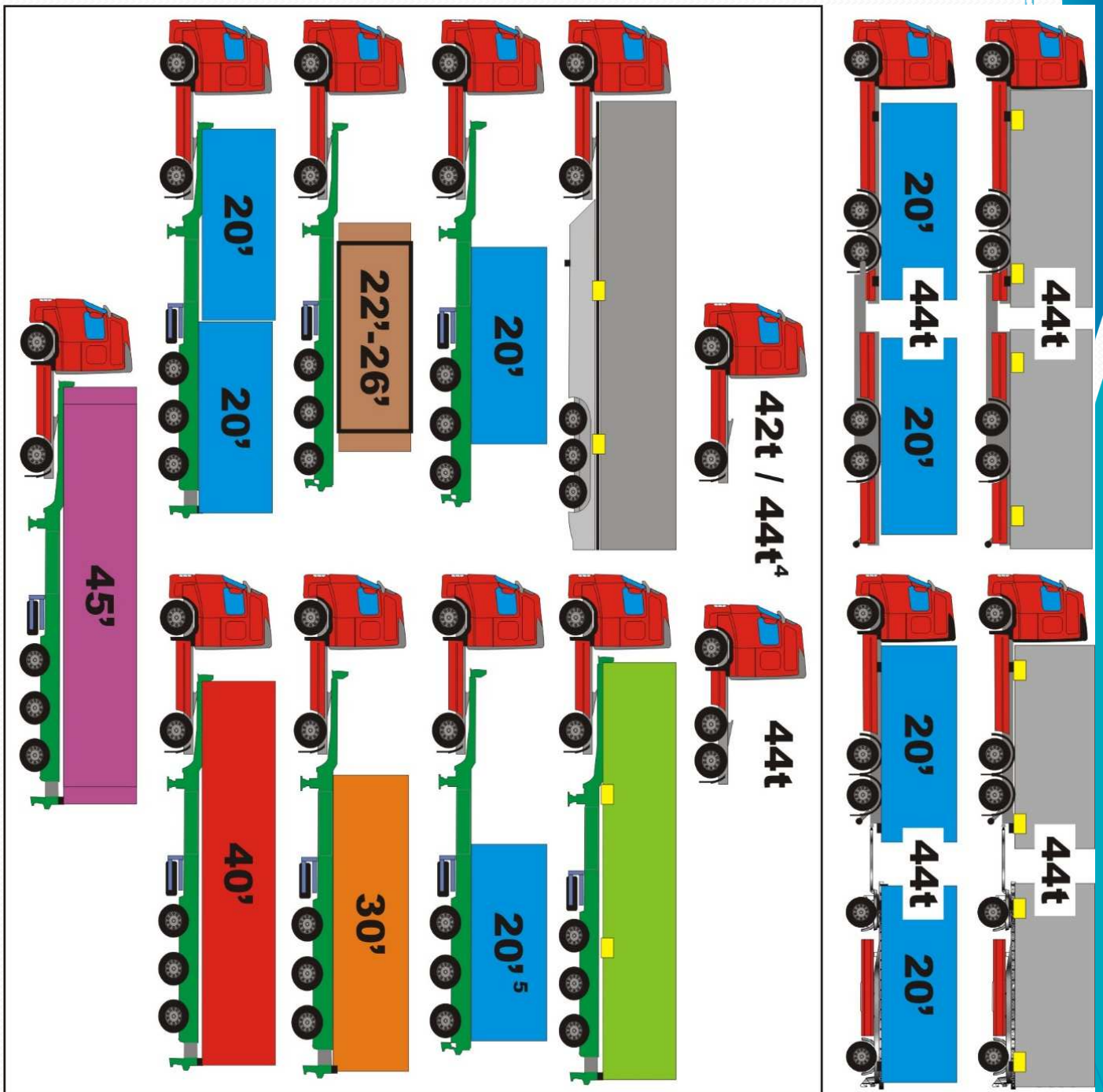
<sup>3</sup>...v prípade rázvoru dvojnápravy návesu  $d$  ( $1,3 \text{ m} \leq d < 1,8 \text{ m}$ ) je dovolené zaťaženie dvojnápravy 20t



# Najväčšie prípustné celkové hmotnosti jazdných súprav SR, EU



# Maximálne prípustné celkové hmotnosti jazdných súprav používaných v kombinovanej doprave v SR (5 a viac nápravové)



## Revízia smernice 96/53/ES

- *Článok 10f*
- 1. Členské štáty stanovia na prepravu kontajnerov a výmenných nadstavieb pravidlá vyžadujúce, aby:
  - a) odosielateľ vystavil dopravcovi, ktorého poverí prepravou kontajneru alebo výmennej nadstavby, **vyhlásenie, v ktorom sa uvádza hmotnosť prepravovaného kontajnera alebo výmennej nadstavby**, a
  - b) dopravca sprístupnil všetky relevantné dokumenty, ktoré poskytol odosielateľ.



## Revízia smernice 96/53/ES

- Článok 10f
- 2. Členské štáty stanovujú pravidlá týkajúce sa **zodpovednosti odosielateľa a dopravcu podľa vhodnosti v prípadoch, keď informácie uvedené v odseku 1 chýbajú alebo sú nesprávne a vozidlo alebo jazdná súprava je preťažená.**



## Revízia smernice 96/53/ES

- — „odosielateľ – (shipper)“ znamená právny subjekt alebo fyzickú alebo právnickú osobu, ktorá je uvedená na nákladnom liste alebo na rovnocennom prepravnom doklade, napríklad na tranzitnom nákladnom liste, ako odosielateľ, a/alebo v ktorej mene alebo na ktorej účet sa uzavrela zmluva o preprave s dopravnou spoločnosťou.



# PRAWO PRZEWOZOWE DZ.U. Z 2012 POZ. 1173 •

## BRZMIENIE OD 1 STYCZNIA 2013

- Art. 66. – Zaplombovane dopravne prostriedky
- Hmotnosť, množstvo
- 1. Przewoźnik nie odpowiada za ubytek przesyłki, której masy i liczby sztuk nie sprawdził przy nadaniu, jeżeli dostarczy ją bez śladu naruszenia, a w razie przewozu w zamkniętym środku transportowym — również z nienaruszonymi plombami nadawcy, chyba że osoba uprawniona udowodni, że szkoda powstała w czasie od przyjęcia przesyłki do przewozu aż do jej wydania.
- Poškodenie tovaru
- 2. Jeżeli przesyłka nadeszła do miejsca przeznaczenia w pojemniku transportowym, nienaruszonym, zamkniętym przez nadawcę i z nienaruszonymi, założonymi przez niego plombami, domniemywa się, że szkoda nie nastąpiła w czasie przewozu.



## Prepravné podmienky UIRR

- *Podpisom zmluvy sa zákazník zaväzuje poskytnúť úplné a správne informácie vzhľadom k prepravnej jednotke, tovaru, **najmä hmotnosť a povahu tovaru**, bez ohľadu na to, či tieto údaje uvádza zákazník sám alebo UIRR spoločnosť, ktorá uvádza tieto údaje alebo ich uviedla v zmluve; zaistiť, že všetka dokumentácia sprevádzajúca prepravnú jednotku, a ktorá je požadovaná úradmi pri rôznych kontrolách, je riadne a správne vyhotovená; zaistiť, že akékoľvek časové limity predpísané krajinami, cez ktoré bude prepravná jednotka prepravovaná, sú tiež rešpektované (bod 5.1 ods.1-3).*



## Prepravné podmienky UIRR

- ***UIRR spoločnosť nie je povinná kontrolovať prepravnú jednotku, náklad, balenie, uloženie alebo upevnenie nákladu, ani poskytnuté informácie alebo dokumentáciu od zákazníka (bod 5.5).***



## Nový bod 6.1.7 VZP ZLZ SR

- Príkazca je povinný:
- **6.1.7 nahradiť zasielateľovi celú škodu a náklady navyše v prípade, ak príkazca poskytne zasielateľovi nepresné alebo neúplné údaje o obsahu zásielky a jej povahe, ako aj o iných skutočnostiach potrebných na uzavretie zmluvy o preprave zásielky a škoda alebo vyššie náklady vznikli v súvislosti s poskytnutím nepresných alebo neúplných údajov.**



## Nový bod 6.1.7 VZP ZLZ SR

- **Zdôvodnenie :** pri preprave zásielok vznikajú mnohé problémy a náklady súvisiace s nepresnými údajmi o povahe zásielky, najmä pri zisťovaní jej presnej hmotnosti. Vzniká napr. nutnosť prepracovania colných dokladov (zosúladenie colných a prepravných dokladov), z toho vyplývajú náklady na skladné, prípadne na dodatočné manipulácie.



# Námorná doprava – povinné váženie kontajnerov

- Rokovanie DSC 18 – IMO Londýn
- 16-20.9.2013



**IMO** INTERNATIONAL MARITIME ORGANIZATION E

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SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS  
18th session  
Agenda items 5 and 8

DSC 18/WP.3  
18 September 2013  
Original: ENGLISH

**DISCLAIMER**  
As at its date of issue, this document, in whole or in part, is subject to consideration by the IMO organ to which it has been submitted. Accordingly, its contents are subject to approval and amendment of a substantive and drafting nature, which may be agreed after that date.

**DEVELOPMENT OF MEASURES TO PREVENT LOSS OF CONTAINERS**  
**REVISION OF THE GUIDELINES FOR PACKING OF CARGO TRANSPORT UNITS**  
**Report of the working group**

**GENERAL**

1 The Working Group on Container Safety met from 16 to 18 September 2013 under the chairmanship of Mr. K. Smith (United States).

2 The group was attended by delegations from the following Member Governments:

BRAZIL	NEW ZEALAND
CHINA	NIGERIA
CYPRUS	NORWAY
DENMARK	PANAMA
ESTONIA	PERU
FINLAND	REPUBLIC OF KOREA
FRANCE	RUSSIAN FEDERATION
GERMANY	<b>SLOVAKIA</b>
GREECE	SPAIN
JAPAN	SWEDEN
LIBERIA	UNITED KINGDOM
MARSHALL ISLANDS	UNITED STATES
NETHERLANDS	

and the following Associate Member of IMO:  
HONG KONG, CHINA

## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- silná búrka v januári 2007 medzi Anglickom a Francúzskom
- poškodenie trupu lode MSC Napoli (4419 TEU) a zaplavenie strojovne kvôli hrozbe prelomenia trupu a potopenia natiatnutá na breh Branscombe Bay 20.1.2007
- Nesúlads medzi deklarovanou a skutočnou hmotnosťou kontajnerov bol jednou z príčin havárie lode



## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- CONTAINER AUDIT MSC NAPOLI
- About 660 containers stowed on deck, which had remained dry, were also weighed. The weights of 137 (20%) of these containers were more than 3 tonnes different from their declared weights.
- The largest single difference was 20 tonnes, and the total weight of the 137 containers was 312 tonnes heavier than on the cargo manifest.



## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- During the removal of the containers, the positions of 700 containers on deck were compared with the positions recorded by the terminal operator (i.e. the positions entered into the loading computer to determine the stability condition). Of these units, 53 (7%) were in either the wrong position or declared as the wrong container. It is generally agreed within the container industry that up to 10% of containers loaded onto a vessel might not be in their planned positions.

The insurance bill for the **MSC Napoli** was in the region of £120 million.

## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- z tohto dôvodu na podnet World Shipping Council (WSC) a International Chamber of Shipping (ICS) začali rokovania na pôde Medzinárodnej námornej organizácie – IMO, ktoré vyústili do zmeny Dohovoru SOLAS so zodpovednosťou prepravcu (shipper) dodať lodiarovi verifikovanú celkovú hmotnosť naloženého kontajnera



# NÁMORNÁ DOPRAVA – POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

## SOLAS CHAPTER VI

### CARRIAGE OF CARGOES AND OIL FUELS

#### Part A

#### General Provisions

#### Regulation 2 – Cargo information

The following new paragraphs 4 to 6 are added after existing paragraph 3:

"4 In the case of cargo carried in a container\*, except for containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyages as defined in regulation III/3, the gross mass according to paragraph 2.1 of this regulation shall be verified by the shipper, either by:

- .1 weighing the packed container using calibrated and certified equipment; or
- .2 weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.

# POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

5 The shipper of a container shall ensure the verified gross mass\*\* is stated in the shipping document. The shipping document shall be:

.1 signed by a person duly authorized by the shipper;

.2 submitted to the master or his representative and to the terminal representative sufficiently in advance, as required by the master or his representative, to be used in the preparation of the ship stowage plan\*\*\*.

6 If the shipping document, with regard to a packed container, does not provide the verified gross mass and the master or his representative and the terminal representative have not obtained the verified gross mass of the packed container, it shall not be loaded on to the ship."

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\* The term "container" should be considered as having the same meaning as defined and applied in the International Convention for Safe Containers (CSC), 1972, as amended, taking into account the *Guidelines for the approval of offshore containers handled in open seas* (MSC/Circ.860) and the *Revised Recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended* (CSC.1/Circ.138/Rev.1).

\*\* Refer to the *Guidelines regarding the verified gross mass of a container carrying cargo* (MSC.1/Circ.1475).

\*\*\* This document may be presented by means of EDP or EDI transmission techniques. The signature may be an electronic signature or may be replaced by the name, in capitals, of the person authorized to sign."

## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- Zmena sa týka:
  - Námorných kontajnerov plniacich definíciu podľa CSC
    - Kontajnery na všeobecné použitie (G) – M1 (šrot, voľne ložené substráty, surové drevo, flexitanky iba M1), M2
    - Ventilované kontajnery (V), špeciálne kontajnery (S) – M1, M2
    - Cisternové kontajnery (T/K) – M1,
    - BULK kontajnery (netlakové B, tlakové N) – M1,
    - Plošinové kontajnery (P) – M1, M2
    - Chladiarenské kontajnery (R, H) – M1, M2
    - Kontajnery s otvoreným vrchnom (U) – M1, M2

# KONTAJNER

- V zmysle definície normy **ISO 668 Kontajnery ISO radu 1 Triedenie, rozmery a zaťaženia** je nákladný kontajner prvok dopravného vybavenia:
  - *a) stálych znakov a dostatočne pevný na opakované použitie;*
  - *b) osobitne skonštruovaný, aby umožnil prepravu nákladov jedným alebo viacerými druhmi dopravy bez prekladania;*
  - *c) vybavený zariadeniami umožňujúcimi okamžitú manipuláciu, osobitne premiestnenie kontajnera z jedného druhu dopravy na iný druh dopravy;*
  - *d) skonštruovaný tak, aby sa dal ľahko plniť a vyprázdňovať;*
  - *e) s najmenším vnútorným objemom 1 m<sup>3</sup> alebo väčším*

## KONTAJNER PODĽA CSC

- V zmysle CSC:
- an article of transport equipment:
  - (a) of a permanent character and accordingly strong enough to be suitable for repeated use;
  - (b) specially designed to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading;
  - (c) designed to be secured and/or readily handled, having corner fittings for these purposes; and
  - (d) of a size such that the area enclosed by the four outer bottom corners is either:
    - (i) at least 14 sq. m. (150 sq. ft.); or
    - (ii) at least 7 sq. m. (75 sq. ft.) if it is fitted with top corner fittings.

**vlastník**  
**CRONOS**  
Containers

**klasifikačná**  
**spoločnosť**  
**BUREAU-**  
**VERITAS**

**kombinovaný**  
**štítok**  
-colné uzávery  
-vlastník  
-ošetrenie dreva  
-výrobca  
-CSC schválenie  
-ACEP

**sériové číslo**  
**CRSU 144156 3**

**kód rozmeru**  
**a typu**  
**22G1**

**maximálna celková**  
**hmotnosť 30480 kg**  
**tara 2210 kg**  
**užitočné zaťaženie**  
**28270 kg**  
**ložný objem 33,2 m<sup>3</sup>**

**nálepka výrobcu**  
**CXIC**



**APPROVED FOR TRANSPORT UNDER CUSTOMS SEAL**

GB/C 9042 BV/2010

MANUFACTURER'S NO. OF THE CONTAINER  
CXIC 876263

TYPE  
CX07-20CRX

Owned or operated by  
Cronos Containers,  
United Kingdom

TIMBER COMPONENT TREATMENT  
IM / MEGANIUM 2000/2010

MANUFACTURED BY  
NINGBO XINHUACHANG  
INTERNATIONAL CONTAINERS  
CO., LTD. CHINA

**CSC SAFETY APPROVAL**

F / BV / 10869 / 10

DATE MANUFACTURED  
10 / 2010

IDENTIFICATION NO.  
CRSU 14 4 1 5 6 3

MAXIMUM GROSS WEIGHT  
30,480 KGS. 67,200 LBS.

ALLOW. STACK. WT. 1.8G  
216,000 KGS. 476,150 LBS.

RACKING TEST LOAD VALUE  
15,240 KGS. 33,600 LBS.

ONE DOOR OFF:

RACKING TEST LOAD VALUE  
7,500 KGS. 16,530 LBS.

ALLOW. STACK. WT. 1.8G  
60,960 KGS. 134,350 LBS.

ACEP  
GB  
127  
CRONOS

číslo schválenia pre prepravu pod colnými uzávermi  
GB/C 9042 BV/2010

výrobné číslo kontajnera  
CXIC 876263

ošetrenie drevených častí – dátum a prostriedok

výrobca kontajnera

kontrola kontajnerov  
ACEP

Parametre pre jedny dvere  
- priečna tuhosť  
- stohovanie  
1,8 G

číslo výrobného modelu kontajnera  
CX07-20CRX

vlastník alebo prevádzkovateľ kontajnera  
Cronos Containers

číslo CSC schválenia

- dátum výroby  
- sériové číslo  
- maximálna celková hmotnosť  
- stohovanie pre 1,8 G  
- priečna tuhosť

Obr. 2.3. Kombinovaný štítok 20' kontajnera CRONOS

## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

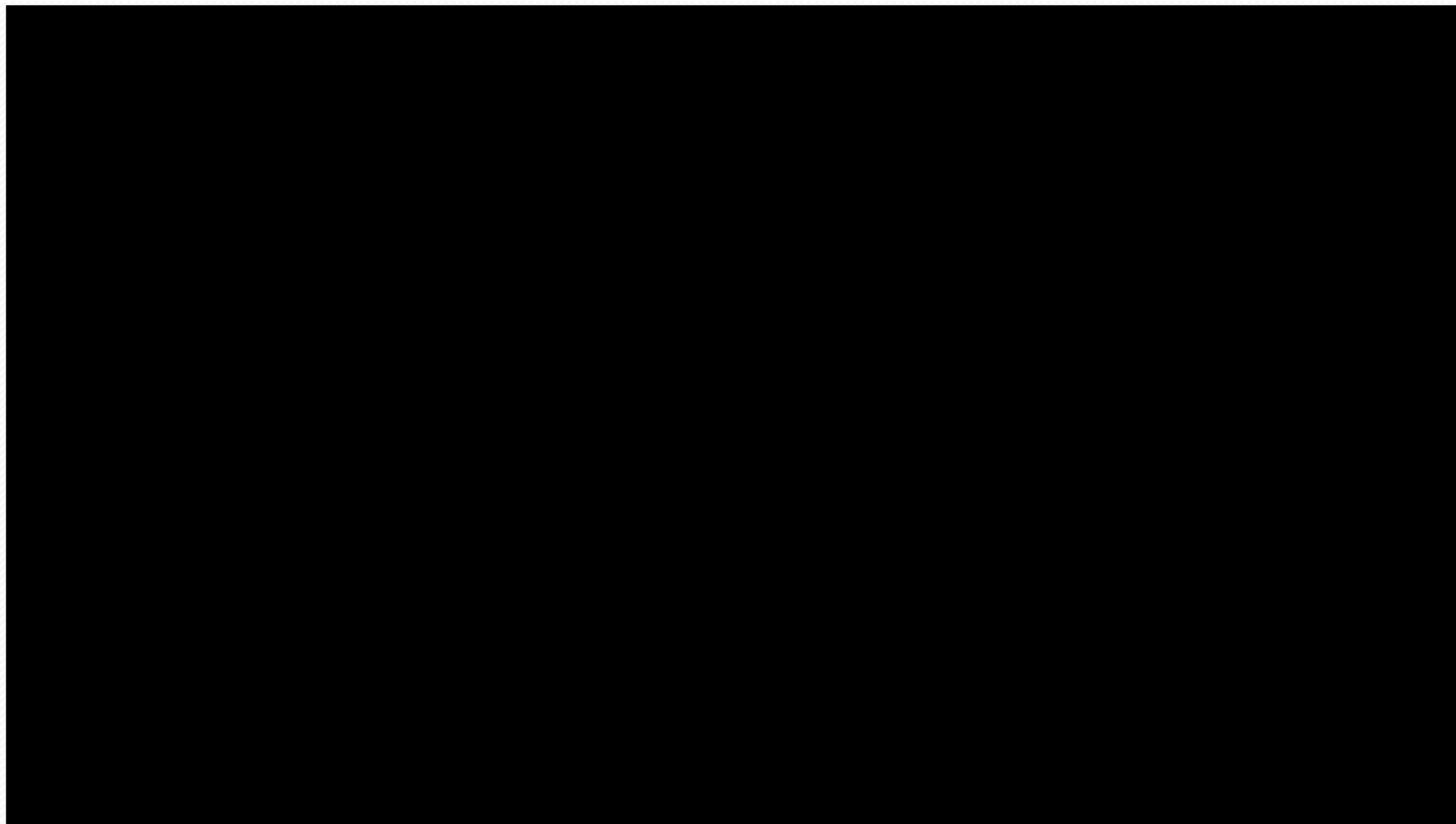
- Zmena sa netýka:
  - Kontajnerov podľa CSC prepravovaných na podvozkoch a kazetách na Ro-Ro lodiach pri krátkych medzinárodných plavbách
  - Príbrežné kontajnery, na ktoré sa nevzťahuje CSC
  - Typy kontajnerov, ktoré nespĺňajú definíciu podľa CSC



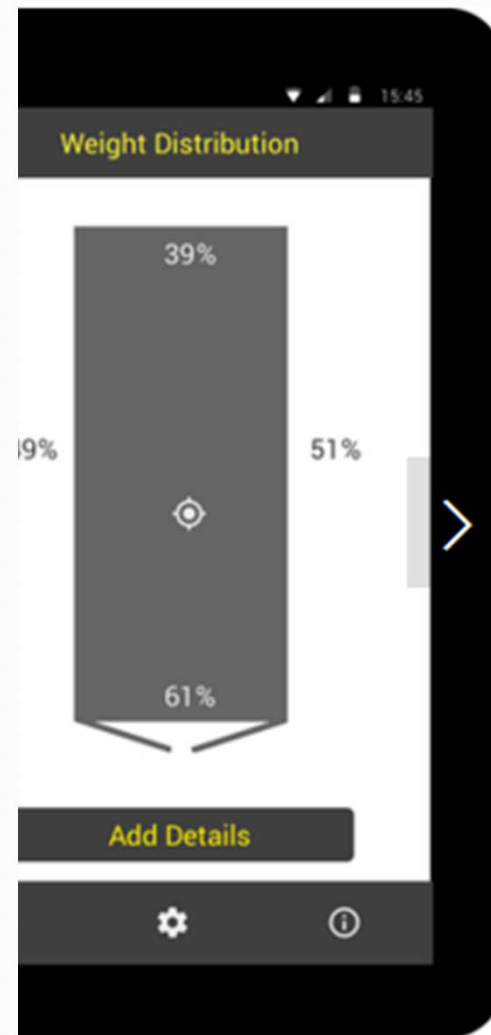
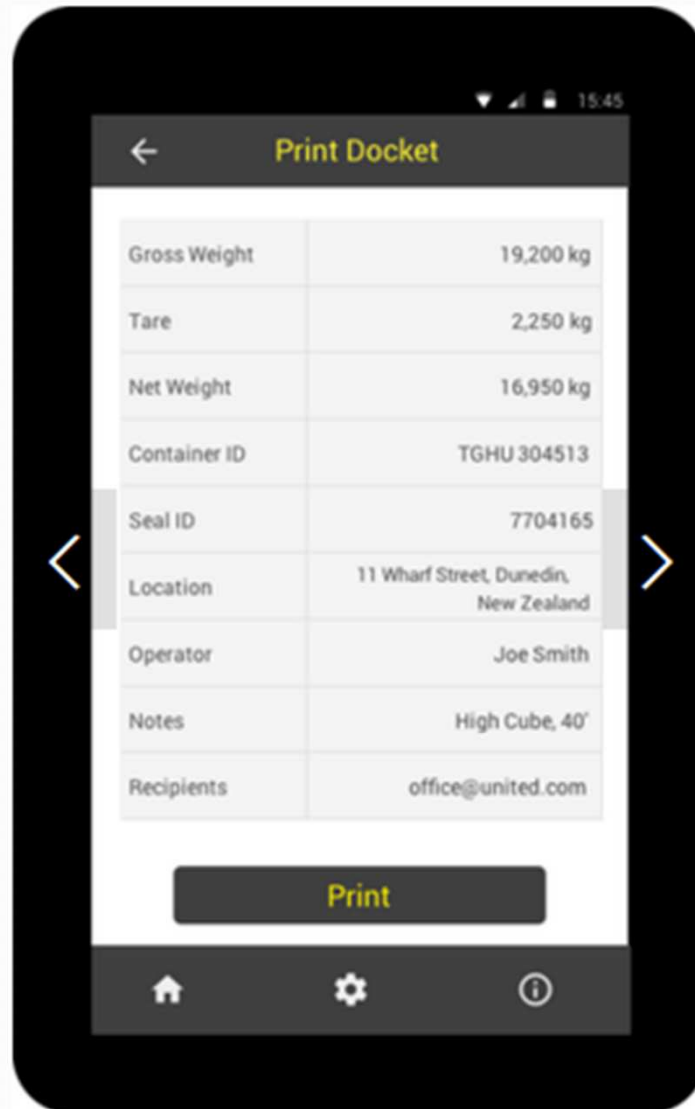
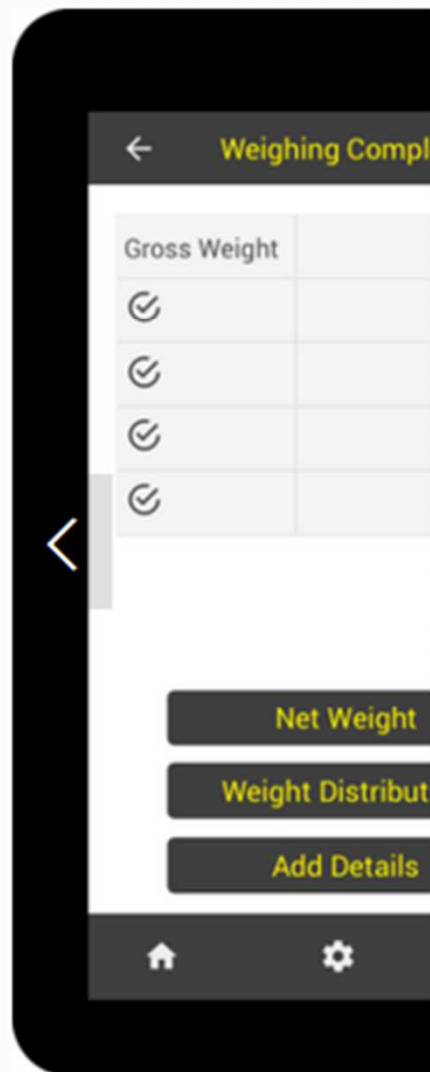
## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- **7 Equipment**
- 7.1 The scale, weighbridge, lifting equipment or other devices used to verify the gross mass of the container, in accordance with either Method No.1 or Method No.2 discussed above, should meet the applicable accuracy standards and requirements of the State in which the equipment is being used

# METÓDA 1

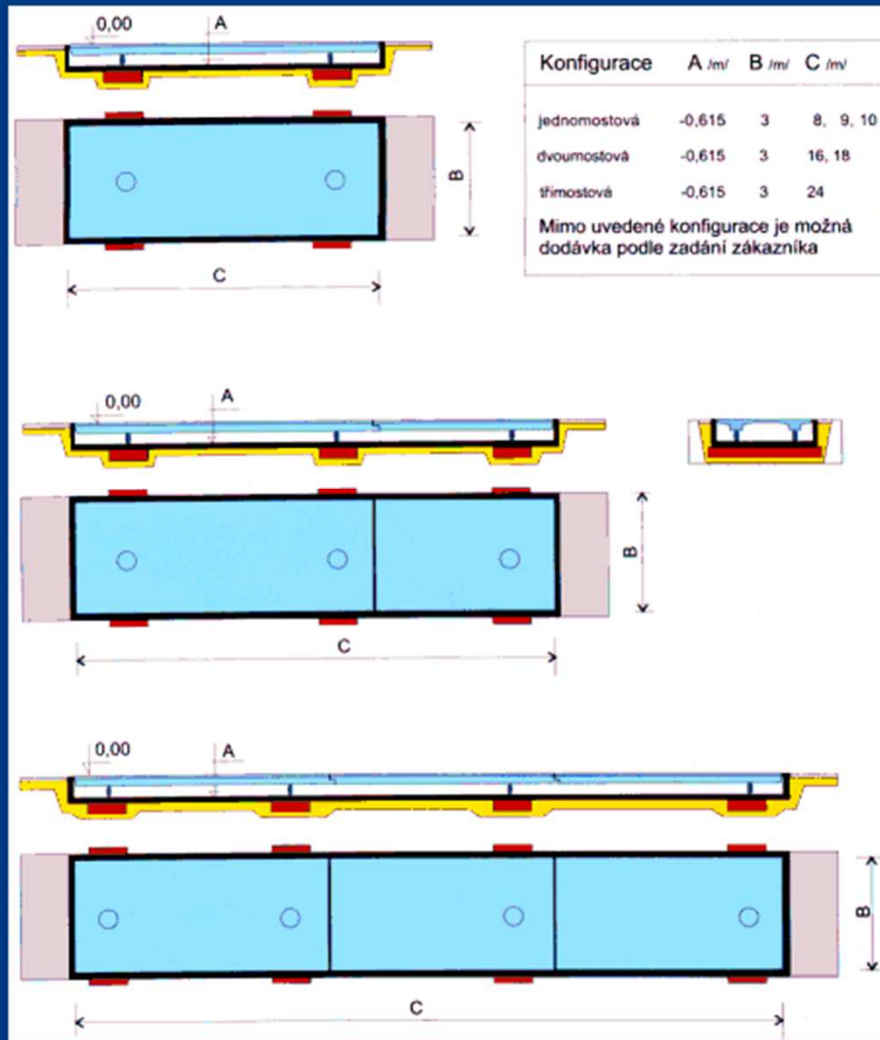


# METÓDA 1



# METÓDA 1

## Mostová váha zapuštěná do úrovně vozovky



# METÓDA 1 – VÁŽENIE KONTAJNEROV NA VOZIDLÁCH

- **11 Containers on road vehicles**

- 11.1 If the verified gross mass of a packed container is obtained by weighing the container while it is on a road vehicle, (e.g. chassis or trailer), the tare mass of the road vehicle (and, where applicable, the tractor) should be subtracted to obtain the verified gross mass of the packed container.



- The subtraction should reflect the tare mass of the road vehicle (and, where applicable, the tractor) as indicated in their registration documents as issued by the competent authority of the State where these assets are registered. The mass of any fuel in the tank of the tractor should also be subtracted.

# METÓDA 1 – VÁŽENIE KONTAJNEROV NA VOZIDLÁCH

- **11 Containers on road vehicles**
- 11.2 If two packed containers on a road vehicle are to be weighed, their gross mass should be determined by weighing each container separately. Simply dividing the total gross mass of the two containers by two after subtracting the mass of the road vehicle and the tractor, where applicable, would not produce an accurate verified gross mass for each container, and should not be allowed.



# METÓDA 2

Zobrazujem 1 až 7 (z 7 produktov)

Stránky: 1

## Paletové váhy



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

[DETAIL PRODUKTU](#)

## Paletové váhy - lyžin



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

[DETAIL PRODUKTU](#)

## Paletové vozíky s váhou PVV 102



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

[DETAIL PRODUKTU](#)

## Paletový vozík EKON 2200



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

[DETAIL PRODUKTU](#)

## Vážiace systémy na vysokozdvížné vozíky - LTF active



Cena bez DPH: 2,950.00€  
Cena s DPH: 3,540.00€

[DETAIL PRODUKTU](#)

## Vážiace systémy na vysokozdvížné vozíky - LTF professional



Cena bez DPH: 3,650.00€  
Cena s DPH: 4,380.00€

[DETAIL PRODUKTU](#)

## Vozíky s váhou ELW elektrické paletové



Cena bez DPH: 8,900.00€  
Cena s DPH: 10,680.00€

[DETAIL PRODUKTU](#)

# METÓDA 2

Zobrazujem 1 až 7 (z 7 produktov)

Stránky: 1

Nerezová žeriavová váha HFT



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

[DETAIL PRODUKTU](#)

Nerezová žeriavová váha MCWK metrologicky overiteľná



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

[DETAIL PRODUKTU](#)

Žeriavová váha MCWU metrologicky overiteľná



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

[DETAIL PRODUKTU](#)

Žeriavová váha ATM



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

[DETAIL PRODUKTU](#)

Žeriavová váha JLT



Cena bez DPH: 375.00€  
Cena s DPH: 450.00€

[DETAIL PRODUKTU](#)

Žeriavová váha MCW metrologicky overiteľná



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

[DETAIL PRODUKTU](#)

Žeriavové váhy MCW



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

[DETAIL PRODUKTU](#)

# METÓDA 2

Zobrazujem 1 až 10 (z 10 produktov)

Stránky: 1

Celonerezová plošinová váha SF



Cena bez DPH: 765.00€  
Cena s DPH: 918.00€

[DETAIL PRODUKTU](#)

Hliníková plošinová metrologicky overiteľná



Cena bez DPH: 129.00€  
Cena s DPH: 154.80€

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Metrologicky overiteľná plošinová váha P



Cena bez DPH: 295.00€  
Cena s DPH: 354.00€

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Plošinová váha EA



Cena bez DPH: 195.00€  
Cena s DPH: 234.00€

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Plošinová váha PL metrologicky overiteľná



Cena bez DPH: 0.00€  
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Plošinové váhy EOE



Cena bez DPH: 285.00€  
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Priemyselná plošinová váha PPV metrologicky overiteľná



Cena bez DPH: 0.00€  
Cena s DPH: 0.00€

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Váhy do výbušného prostredia ATEX IEX



Cena bez DPH: 2,210.00€  
Cena s DPH: 2,652.00€

[DETAIL PRODUKTU](#)

## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- Odosielateľ – SHIPPER
- IMO Guidelines (MSC.1/Circ.1475)
- *Shipper* means a legal entity or person named on the bill of lading.
- The Shipper is responsible for the verification of the gross mass of the container carrying cargo (the packed container).



## MULTIMODAL DANGEROUS GOODS FORM – IMO Erklärung für gefährliche Güter

This form may be used as a dangerous goods declaration as it meets the requirements of SOLAS 74, chapter VII, regulation 4; MARPOL 73/78, Annex III, regulation 4, IMDG Code Chapter 5.4, ADR Part 5.4 and RID Part 5.4



1 Shipper/Consignor/Sender <b>ABC, a.s.</b> <b>Prievozská 2X4</b> <b>000 00 Bratislava</b> <b>Slovakia</b>		2 Transport document number	
6 Consignee <b>MM pack Ltd.</b>  <b>South Melbourne Victoria</b> <b>Australia 3205</b>		7 Carrier (to be completed by the carrier)  <b>HAPAG-LLOYD</b>	
8 This shipment is within the limitations prescribed for: (Delete non-applicable) <b>PASSENGER SHIP, ON AND UNDER SHIP DECK</b>		9 Additional handling information  <b>24 Hr EMERGENCY CONTACT - +421</b>	
10 Vessel/flight no. and date <b>BREMEN EXPRES</b>		11 Port/place of loading <b>Hamburg, Germany</b>	
12 Port/place of discharge <b>Melbourne, Australia</b>		13 Destination <b>Melbourne, Australia</b>	
14 Shipping marks *Number and kind of packages; description of goods		Gross mass (kg)	Net mass (kg)
<p><b>UN 3077 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S. ( contains ....)</b> <b>Class 9, PG III, MARINE POLLUTANT</b> <b>Ems Table F-A, 5-F</b> <b>IMDG Segregation group - NONE</b></p> <p><b>20 PCS - BIG BAGS (Flexible IBC – 13H3)</b></p>		<b>24480 kg</b>	<b>24280 kg</b>
15 Container identification No./ vehicle registration No. <b>MSKU 1234567</b>	16 Seal number(s) <b>KR45600434</b>	17 Container/vehicle size & type <b>22G1</b>	18 Tare mass (kg) <b>2320</b>
19 Total gross mass (including tare) (kg) <b>26800</b>		21 RECEIVING ORGANISATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition unless stated hereon: RECEIVING ORGANISATION REMARKS:	
CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have been packed/ loaded into the container/vehicle identified above in accordance with the applicable provisions. † <b>MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING.</b>		22 Name of company (OF SHIPPER PREPARING THIS NOTE) <b>ABC, a.s., Bratislava, Slovakia</b>	
20 Name of company <b>ABC, a.s., Bratislava, Slovakia</b>		Haulier's name <b>AB Transport s.r.o.</b>	22 Name of company (OF SHIPPER PREPARING THIS NOTE) <b>ABC, a.s., Bratislava, Slovakia</b>
Name/Status of declarant <b>Meno a priezvisko</b> <b>Loading supervisor tel. + 421...</b>		Vehicle reg. no. <b>MM-000AX, MM-000AY</b>	Name/status of declarant <b>Meno a priezvisko</b> <b>Sales Agent tel. + 421...</b>
Place and date <b>Bratislava 05.11.2012</b>		Signature and date <b>05.11.2012</b>	Place and date <b>Bratislava 05.11.2012</b>
Signature of declarant <b>Meno a priezvisko (pečiatka a podpis)</b>		DRIVER'S SIGNATURE <b>Meno a priezvisko (podpis)</b>	Signature of declarant <b>Meno a priezvisko (pečiatka a podpis)</b>

\* DANGEROUS GOODS:

You must specify: UN No., Proper Shipping Name, hazard class, packing group, (where assigned) marine pollutant and observe the mandatory requirements under applicable national and international governmental regulations. For the purposes of the IMDG Code see 5.4.1.4

† For the purposes of the IMDG Code, see 5.4.2

## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- Odosielateľ – SHIPPER
- The party packing the container cannot use the weight somebody else has provided, except in one specific set of defined circumstances where the cargo has been previously weighed and that weight is clearly and permanently marked on the surface of the goods.



## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- Odosielateľ – SHIPPER
- Nor do the SOLAS amendments or IMO Guidelines require a carrier or terminal operator to verify that a shipper providing a verified weight according to Method 2 has used a method which has been certified and approved by the competent authority of the jurisdiction in which the packing and sealing of the container was completed.
- However, for the shipper's weight verification to be compliant with the SOLAS requirements, it must be “signed”, meaning a specific person representing the shipper must be named and identified as having verified the accuracy of the weight calculation on behalf of the shipper.

## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- Predpoklad čo bude musieť obsahovať vážny lístok:
  - Identifikácia spoločnosti vykonávajúcej váženie
  - Identifikácia, že vážiace zariadenie je schválené a kalibrované príslušným orgánom
  - Identifikácia čísla kontajnera
  - Identifikácia hmotnosti kontajnera
  - Identifikácia kontajnerovej plomby
- Predpoklad je, že kontajner musí byť zaplombovaný pred vážení. Nakoľko váženie kontajnera môže byť na vozidle, EČV vozidla je skôr uvádzané vo vážnych lístkoch ako číslo kontajnera.

# POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- Príklad deklarácie
- Austrália

Cargo Gross Weight:	16883	Kgs	Seal Numbers:	51791 0
Container (Tare):	3120	Kgs		
Verified Gross Weight of Container (see Note A)	20003	Kgs	DPI Seal No.:	
Method used for verification of Gross Weight of Container: Method 1 <i>(Include field)</i> Method 2 <i>(Include field (see note B))</i>				
ECN:	ACKYC39YY	CRN:		
Shipper's Ref - Origin:	006SY0199442 - -			
Marks & Nos.:		Break Bulk Cargo Tonnes Measure	Qty of Packages	1
Description of Cargo: MEAT PRODUCTS NOS-FROZEN				
Remarks:				
We the shippers certify that the above information, including the verified gross weight of the container to be true and correct in all respects.				
Name of Shipper making declaration (in capitals) : <i>(include field for Name)</i>				
Packers Signature:		Date Packed:		
Packing Co. Name/Location:				
Transport Company:				
Date:	Comments:			
Terminal Receiving Clerk's Signature:				
Received in apparent good order and condition to the terms and conditions of the Ocean Carriers Bill of Lading.				

## Notes:

- A) Verified Gross Weight of the Container: Means the weight of the container determined using one of the methods at (B) below. It is the requirement for a shipper to verify and declare the gross weight of a container as per Marine Order 42 (see note C) and the International Maritime Organisation's MSC Circular 1475 (see D).
- B) Method 1: Weighing the packed container using calibrated and certified weighing equipment.  
Method 2: Weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses.
- C) Marine Order 42 ( Cargo Stowage and Securing)- cl 8.2 *Verification of mass before loading* - Prior to loading cargo units on board a vessel, the shipper must ensure that the gross mass of such units is in accordance with the gross mass declared on the shipping documents.
- D) IMO's MSC 1/Circ.1475 - *Guidelines Regarding the Verified Gross Mass of a Container Carrying Cargo*

## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- 6.3 SOLAS requires that the container weight verification information be submitted sufficiently in advance of vessel loading to be used in the preparation of the ship stowage plan.
- *IMO Guidelines, paragraph 6.3.2.* It is essential that the container's verified gross weight be obtained by the vessel operator and the terminal operator before a packed export container is physically loaded on to a ship.

## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- 6.4 Carriers will provide shippers with “cut-off times” within which the carrier must receive the required container weight verification from the shipper for ship stowage planning. These cut-off times may vary by carrier, may vary depending on the operational procedures or requirements of different terminal operators, and may vary from port to port. Shippers should learn of such documentation cut-off times from the carrier with whom they are doing business.



## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016


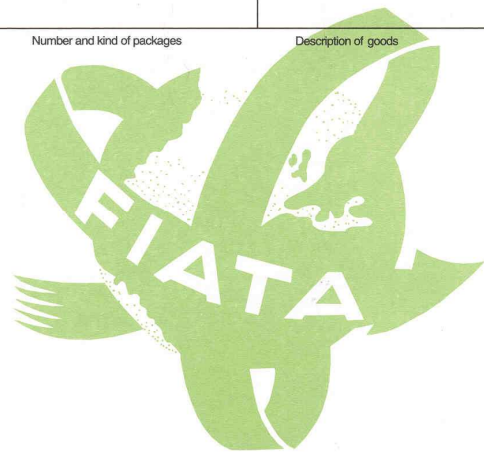
- Odosielateľ – SHIPPER
- Zasielateľ konajúci ako dopravca je menovaný na BL/SWB ako shipper avšak on nenakladá kontajner a preto nemôže byť použitá metóda 2
- preto sa môže spoliehať na hmotnosť od skutočného odosielateľa, ktorý nakladá kontajner používajúci M1 alebo M2
- Pre zasielateľa konajúceho ako dopravca je použiteľná len metóda 1, teda musí zvážiť celý kontajner, čo je pre neho nákladné a prináša mu to konkurenčnú nevýhodu
- v tomto prípade by mal použiť M2 a získať verifikovanú hmotnosť od skutočných odosielateľov

## POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- Odosielateľ – SHIPPER – konsolidátor zásielok
- Konsolidátor nakladá kontajner a je menovaný ako SHIPPER NA BL / SWB
- môže použiť M1 alebo M2
- Pri M1 určite nastane nesúlad celkovej váhy všetkých zásielok a súčtu hmotnosti podľa dokumentov od jednotlivých LCL zásielok v kontajneri
- Viaceré štátne orgány nemusia akceptovať tieto nezrovnalosti – zdržanie, náklady...
- Z tohto dôvodu nie je vhodná M1 a preto je nutná verifikovaná hmotnosť od LCL shippers + hmotnosť úpevňovacích prostriedkov

# POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- **FIATA Shippers  
Intermodal Weight  
Certificate (SIC)**

Name and address of certifying shipper		 <b>FIATA SIC</b> FAR - / RU <b>Shippers Intermodal Weight Certification</b>	
Marks and numbers		Number and kind of packages	Description of goods
Gross weight*			
			
Container or trailer number (if applicable)			
*packaging material (including ice), pallets and dunnage, if not included above			
Actual gross cargo weight			
<p>The undersigned shipper herewith certifies that the gross weight of the goods listed herein is true and correct and includes all applicable packaging material, pallets and dunnage.</p> <p>(For shipments to or from the USA see notes overleaf)</p>			
		Place and date of certification	
		Stamp and signature of certifying shipper	

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# POVINNÉ VÁŽENIE KONTAJNEROV OD 1.7.2016

- **FIATA Shippers  
Intermodal Weight  
Certificate (SIC)**

## Provisions of US Law

Under the US Intermodal Safe Container Act of 1992 and its Amendment of 1996 the gross cargo weight loaded in a container arriving in the USA and exceeding a gross weight of 29'000 lbs (13'154 kg) must be certified. The same goes with containers or trailers which are shipped from inland points in the USA.

The shipper of such shipments is obliged to provide a weight certification containing

- the actual gross cargo weight loaded in the container or on the trailer,
- a reasonable description of the contents of the container or trailer,
- the identity of the certifying party,
- the container or trailer number,
- the date of certification or transfer of data to another document.

The freight forwarder or carrier who receives the weight certification may transfer the information contained therein to another document or to electronic format for forwarding to a subsequent carrier. The person transferring the information shall state on the forwarded document the date on which the data was transferred and the identity of the party who performed the transfer.



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## Regulations

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## North America - Accurate weight reporting

06 Feb 2016

Hapag-Lloyd informs about importance of correct cargo weight reporting.

We wish to remind you of the importance of accurate weight reporting. In order to efficiently and safely transport intermodal containers, our vendors require the most accurate weight to be reported. In the case that cargo weight is not accurate, shipments may be re-worked in order to be carried safely or, if this is not possible, such shipments may be terminated prior to final delivery. When this occurs, significant costs may arise for the account of the customer inclusive of, but not limited to fines, penalties, etc.

We would also take this opportunity to inform you about the upcoming changes to SOLAS weight reporting requirements. Effective July 1, 2016, cargo weights must be verified prior to shipping. Please refer to the recent [summary](#) made by the World Shipping Council.

North America - Accurate weight reporting

Format: PDF

## News Subscription

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# SOLAS Weight Initiative - Safety First! – Verified Gross Mass

Wednesday, 22. July 2015



## LATEST NEWS

The full list of news published on our website.



Effective 1st July 2016, all packed containers are required to have a verified gross weight declared by shippers.

Starting 1st July 2016, the International Maritime Organization (IMO) will enforce the Safety of Life at Sea Convention (SOLAS) requirements regarding the verification of the gross mass of packed containers.

"A packed container will not be allowed to be loaded on board vessels to which the SOLAS Convention applies unless the Verified Gross Mass (VGM) of the container has been provided to the ship's master or his representative and to the terminal or its representative sufficiently in advance to allow for the edition of the loading plan."

**The responsibility for obtaining and documenting the Verified Gross Mass of a packed container lies**

Maersk Line is working together with shippers, vendors, and industry parties etc. to develop a good solution for VGM in each country. We shall do our utmost to keep you informed.

Rules and Regulations

## Communication of the Verified Gross Mass of packed containers to be compulsory as from July 1st, 2016

Tuesday, June 30, 2015



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As of July 1st, 2016, the enforcement of the Safety of Life at Sea Convention (SOLAS) requirements regarding the verification of the gross mass of packed containers will be applicable.

A packed container will not be allowed to be loaded on board vessels to which the SOLAS Convention applies unless the Verified Gross Mass (VGM) of the container has been provided to the ship's master or his representative and to the terminal or its representative sufficiently in advance to allow for the edition of the loading plan.

***The responsibility for obtaining and documenting the Verified Gross Mass of a packed container lies with the shipper.***

The Verified Gross Mass means the total gross mass of a packed container as obtained by one of the two methods described below

### News by Category

- Finance
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APPLICATIONS

## what'sNew

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### Customer Advisory

#### IMO Requirement for Container Gross Weight Verification

Dear Valued Customers,

International Maritime Organization (IMO) adopted amendments to the Safety of Life at Sea (SOLAS) Convention, Chapter VI Regulation 2 - Cargo information regarding a mandatory container gross weight verification, together with associated guidelines published as MSC.1/Circ. 1475.

Effective 1st July 2016, all packed containers are required to have a verified gross weight declared by shippers. Starting 1st July 2016, the International Maritime Organization (IMO) will enforce globally the Safety of Life at Sea (SOLAS) Convention requirements regarding the verification of the gross weight of packed containers.

What does it mean to provide a Verified Gross Weight (VGW)?

The VGW is the certified Gross Cargo weight (including weight of all packing material) plus Container Tare weight.

Who is responsible to provide the VGW?

The Shipper is responsible to provide the VGW.

What is the date of implementation?

1st of July 2016.

When is VGW required?

VGW is required prior to shipment. Cargo will not be loaded onto a vessel unless a certified VGW is provided.

Why is VGW needed?

This is a Global IMO SOLAS mandatory regulatory requirement. VGW is used for vessel planning and safe stowage.



**Maritime &  
Coastguard  
Agency**

**MARINE GUIDANCE NOTE**

**MGN 534 (M+F)**

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**CARGO SAFETY - Guidance on the implementation of the SOLAS VI Regulation 2 amendment requiring the verification of the gross mass of packed containers**

Notice to all Ship Owners, Ship Operators and Managers, Masters and Officers of Merchant Ships, Agents, Charterers, Cargo Packers, Cargo Consolidators, Hauliers, Freight Forwarders, Shippers, Consignors, Training Providers, Inspectors of Cargoes, Port Authorities, Terminal Operators and others involved in the transport of containers

# VEĽKÁ BRITÁNIA

- Existujúce konkrétne opatrenia
- Oprávnená organizácia kontrolovať auditovať firmy MCA - Maritime & Coastguard Agency
- Databáza schválených firiem dostupná pre firmy nakladajúce kontajnery, lodiarov a operátorov terminálov
- MCA schváli metódu 2 overovania hmotnosti používanú v organizácií – nápomocná je certifikácia ISO 9001, ISO 28000, AEO-S alebo AEO-F, auditovaný riadiaci systém ako ERP napr. SAP

# UK APPLICATION PROCEDURE

- All shippers/exporters will need to submit the following information:
  - - Full company name and head office address
  - - Addresses where weight verification will be undertaken
  - - Name of responsible person(s) within the company (Transport/logistics Director etc)

# UK APPLICATION PROCEDURE

- Shippers wishing to make use of the Method 2 'calculated weight' option will be required to submit, in addition, the following details of the weighing procedure as part of their application:
  - - a description or specification details of the weighing method to be used
  - - details of what weighing equipment will be used
  - - maintenance arrangements for the weighing equipment
  - - calibration procedures
  - - procedure to be followed in case of weight discrepancies
  - - reporting and quarantining of faulty equipment
  - - record retention
  - - training of appropriate personnel
  - - copies of certificates for existing Quality Management Systems

## AUDITS AND APPROVALS

- For those companies without ISO, AEO or Quality Management systems but whose initial applications appear satisfactory, the appropriate authority (or an approved agent) will then conduct an on-site verification of the company's weighing processes.
- If, following the site visit, the company application is considered satisfactory, then the business will be added to the MCA approved database.
- At present the MCA has indicated this approval will be valid for a period not exceeding two years.

## AUDITS AND APPROVALS

- The MCA (or appointed Government department) will continue to oversee the process in order to ensure that it is updated as required and that all approved shippers maintain the level of implementation of their roles and safety responsibilities throughout the period of validity of their approval. To do so, the competent authority may require information or documents from time to time and may conduct on-site inspections/spot-checks.

## AUDITS AND APPROVALS

- For those companies with an existing documented and externally audited system the MCA will check the documents submitted to ensure their compliance with the requirements of the regulations; and will determine as best it can that the company's procedures also comply with the regulatory requirements.
- If they meet the requirements the relevant approval will be issued; if not, the MCA will investigate the matter further.

# POKUTY V UK

- 1. Commercial - Repacking costs, administration fees for amending documents, demurrage charges etc.
- 2. Regulatory - imposed by the MCA based upon statute which in this case are the
- Merchant Shipping (Carriage of Cargoes) Regulations 1999, as amended: Regulation
- 13 (1) A person guilty of an offence under Part II (General Provisions, Cargo information), III or IV of these Regulations shall be liable on summary conviction to a fine not exceeding the statutory maximum or, on conviction on indictment, to imprisonment for a term not exceeding two years or a fine or both.



- **A3.1 Method 1 Weighing the packed container**

- A3.1.1 The UK common standard for weighbridges is BSEN 45501. The EC Directive on nonautomatic weighing instruments 2009/23/EC is implemented through the Non Automatic Weighing Instruments Regulations 2000 SI3236. In the UK the Regulations are enforced by the Local Weights and Measures Authority (LWMA).
- A3.1.2 In addition, for the purposes of this guidance, it will be the responsibility of the weighing instrument operator (e.g. weighbridges, load cell sensing technologies etc.) to ensure that the equipment has a documented procedure for maintenance, calibration and testing of the equipment and the associated records should be kept.

# GROSS MASS VERIFICATION

- Case Study - GERMANY



## VERIFICATION BY WEIGHING THE CONTAINER

- Calibrated equipment to be used
- Accuracy of the weighing equipment:  
class IV (accuracy +/- 2%) will be sufficient
- If container is weighed on chassis:  
the mass of the chassis must be known and be subtracted
- If tractor vehicle is not disconnected for the weighing process:  
the mass of the tractor and the quantity of the fuel in the tank  
must be known and be subtracted

## VERIFICATION BY EXACT CALCULATION

### Mass of cargo - variation 1

- Determination of cargo quantity by calibrated filling devices
- Determination of net mass of packing material using information provided by the manufacturer of the packages (inner and outer if applicable) or by specimen weighing on a calibrated scale (class III deviation < 0.5%)

### Mass of cargo – variation 2

- Weighing of all packages or unpacked cargo items on a calibrated class III scale

### Mass stowage and securing material

- Determination using information provided by the manufacturer of the material or by specimen weighing and by exact counting of all material used for the packing of the cargo into the container

### Tare mass of the container

- Determination using the information shown on the container or the information provided by the operator of the container, if available

**The verified gross mass is the sum of the masses of cargo + stowage/securing material + container tare**

## CERTIFIED METHOD

### Certification of the shipper - variation 1

- Certification to be obtained from an accredited organization
- The accredited organization will certify the procedures of the shipper and carry out audits for verification

### Certification of the method – variation 2

- It might be inappropriate to require that every shipper is certified by an accredited organization
- Alternatively, the authority could publish a certain detailed calculation method and declare this method as certified. Shippers shall then follow this method and provide evidence on request.

## DOCUMENTATION

Documents to be submitted to the carrier

- The gross mass
- Declaration, that the gross mass is verified (or not verified when applicable)
- Name of the responsible person of the shipper declaring the correctness of information submitted

Documents to be kept in the premises of the container packer (shipper)

- Weighing notes when weighing was used to verify the gross mass
- The weighing note shall state the result of the weighing, the calculations made when the container was weighed on the chassis, the location of the weighing installation and the name of the responsible person who carried out the weighing.
- Calculation sheet for the individual container when the gross mass was verified by calculation
- The name of the person who carried out the calculation

## ENFORCEMENT

### Operational

- Spot checks of containers should be carried out with respect to
  - documentation, which can be obtained from the carrier
  - the actual gross mass which can be obtained by weighing on a weighbridge in or near the terminal
- The tolerance to determine a legal offence should be set 5%

### Legal

- Wrong declarations of gross masses should be made an offence against national law thus to enable the competent authority to impose sanctions against the person responsible for this offence