



## All Shipping Lines now require the Verified Gross Mass of your goods (VGM) Imported & Exported from Lebanon

As of July 2016, it is mandatory for all shippers and exporters to verify the weight of their containers and cargo. Without a VGM, your container will not be loaded on vessel.

### What will happen?

Containers will be scaled at the port terminal before departures, then the shipping lines will issue the Bill of LADING Weight only as per the Port Scale. For your better control, Commercial Invoices, Packing Lists, COO's and other commercial docs should reflect this same verified weight, otherwise you may face delays at customs, in approvals and last minute corrections.



### How is this calculated?

**VGM = Total Gross Weight of Goods (including Packing Material & Pallets) + Container Tare**

### What to do?

At the moment, we recommend all shippers to:

- 1/ Properly weigh their goods**, including packing material and/or pallets before loading containers
- 2/ Get the container tare** from Cargomaster or their customer broker as the weight of the empty container is taken into consideration
- 3/ Give enough time before vessel closing date** to verify the weight and make necessary corrections (if needed), at least 3 business days

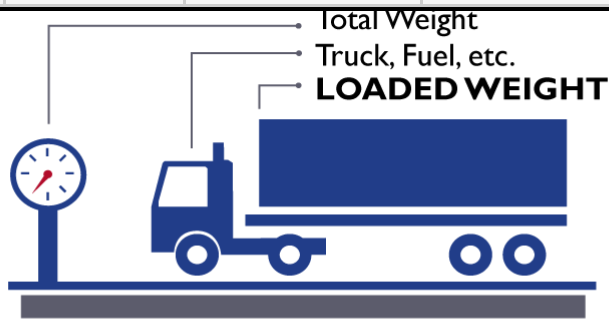
The container tare is the weight of the container when empty, and can be checked in two ways:

- a) The tare weight is physically printed on the outside of the container doors
  - b) From the shipping line portal, customs broker or Cargomaster agents
- Beirut port authorities will specify at least two weight scales (WB= weight bridges) in the port for weighing containers. They will weigh the truck with the full loaded export container, then weigh the empty truck, or vice versa.
  - Submission: the VGM must be signed by the Shipper/Exporter and submitted by email or fax along with the booking/shipping note.

### How to do it?

Some of the Method in learning your VGM:

**Method 1:** Weighing the packed container once all cargo has been loaded & sealed in to the container.



### METHOD 1

*Requires weighing the container after it has been packed*

**Method 2:** By calculating the weight of each cargo (including its packaging), dunnage and then adding the container tare.



### METHOD 2

*Requires weighing all the cargo and contents of the container and adding those weights to the container's tare weight as indicated on the door end of the container.*

**Method 3:** Weighing the truck + empty container on a scale before loading the goods, then re-weighing the truck + loaded container with goods, the difference will be the VGM.

### Other Solutions?

Soon, newly certified scales outside the port terminal will be allowed to weigh your goods and their weight bill will be approved by the shipping lines. Cargomaster will inform you of a list of approved scales in Lebanon.

While this is a very recent reinforcement implemented on a worldwide basis, methods and processes to follow in Lebanon are still unclear.

More will be advised at a later stage when the process is visible. **Rest assured we will follow this closely and answer your concerns at any time.**

**Request Help and More Info**