

# Amendments to the SOLAS regarding the verified gross mass of a container carrying cargo & implementation in Latvia

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# Regulation

## international

- ▶ IMO Resolution MSC.380(94), adopted on 21 November 2014
- ▶ MSC.1 / Circ.1475 «Guidelines regarding the verified gross mass of a container carrying cargo»

## national

- ▶ SOLAS – directly applicable
- ▶ Maritime Administration and Marine Safety Law
- ▶ Cabinet Regulation

# Amendments to the SOLAS

- ▶ MSC 93 approved the draft amendments to SOLAS regulation VI/2 related to mandatory verification of gross mass of a container
- ▶ During the discussions, MSC 93 noted different views including the following:
  - it was necessary that the requirements for verification of the gross mass of containers **should be implemented globally at the earliest opportunity**, for the enhancement of the safety of large container ships;
  - the draft new mandatory **requirements** on verification of the gross mass of containers, together with the **associated guidelines, would provide the required certainty** regarding the gross mass of containers;
  - the draft new mandatory requirements on verification of the gross mass of containers involved a **high level of dependence on the good faith actions of the shipper**



# Guidelines regarding the verified gross mass of a container carrying cargo

- ▶ Approved by MSC 93 - May 2014
- ▶ Guidelines are intended **to establish a common approach for the implementation** and enforcement of the SOLAS requirements regarding the verification of the gross mass of packed containers



# Implementation in Latvia

- ▶ The purpose of **Maritime Administration and Marine Safety Law** is to prescribe the State administration institutional system concerning maritime matters and to ensure the implementation of and compliance with the requirements of treaties and standards binding on Latvia in order to ensure safety of navigation and ships, port and port facility security, prevent environmental pollution from ships and to make maritime traffic more efficient.



# Implementation in Latvia

Principles observed in drafting of the new legislation:

- to implement the internationally agreed regulations
- to minimize an administrative burden
- to consider the proposals from the industry
- efficiency of new national regulation v. purpose of international regulation



# Implementation in Latvia

- ▶ **direct applicability of the SOLAS, enters into force 1 July 2016**
- ▶ **national law:**
  - ✓ amendments to the Maritime Administration and Marine Safety Law  
<http://tap.mk.gov.lv/lv/mk/tap/?pid=40382545>
  - ✓ New Regulation on the verification of the gross mass of containers  
<http://tap.mk.gov.lv/mk/tap/?pid=40374237>
- ▶ **transitional period**

# Obligations of the parties in logistics chain

## shipper

- to verify the gross mass according to the methods stated in SOLAS
- to submit the shipping document with the verified gross mass to the master and to the terminal

## terminal

- not to load the packed container on to the ship if the verified gross mass of the container is not provided

## shipping company

- not to load the packed container on to the ship if the verified gross mass of the container is not provided



# Implementation in Latvia

cargo carried in containers\* in the territory of Latvia and loaded on the ship in Latvian port

- cargo consolidated in containers in Latvia
- containers consolidated outside Latvia and being shipped through the ports of Latvia

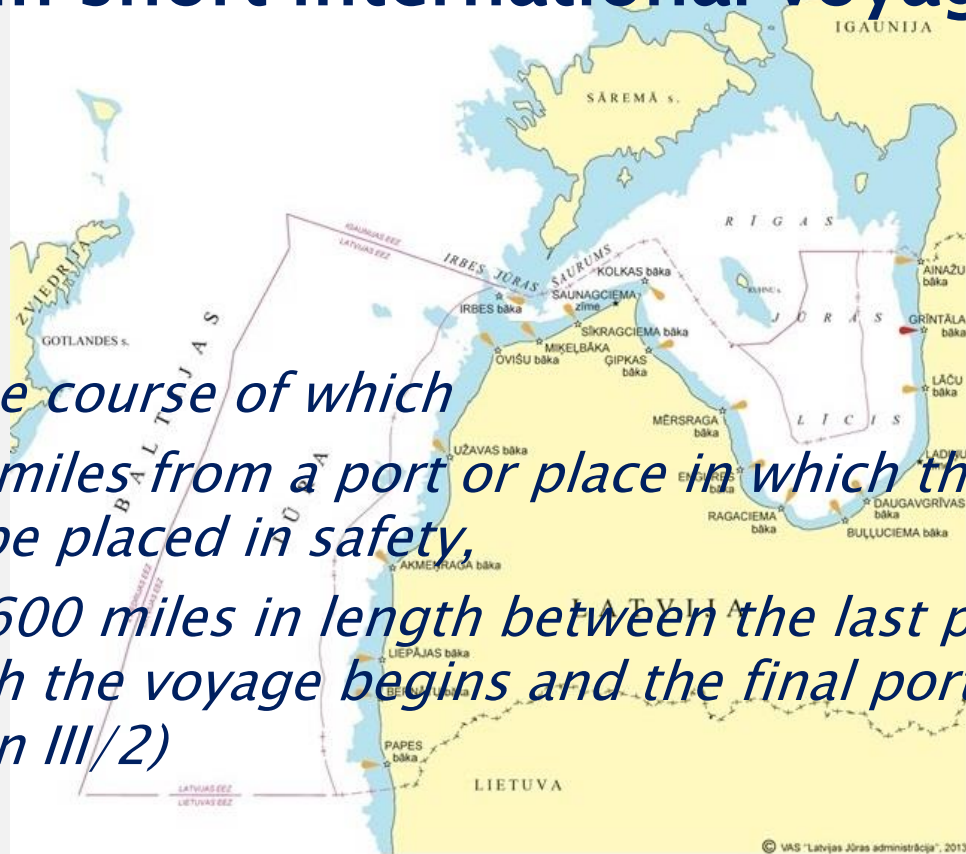
\*as defined in CSC 1972

# Implementation in Latvia

Exception: the containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyage\*

➤ E.g., Riga – Stockholm

*\* short international voyage: an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 miles in length between the last port of call in the country in which the voyage begins and the final port of destination (SOLAS regulation III/2)*



# Implementation in Latvia

## Method No.1: certified equipment

the equipment used to verify the gross mass of the container, in accordance with the Method 1 or Method 2, should meet the applicable accuracy standards and requirements of the State in which the equipment is being used

- certified equipment – Law On Uniformity of Measurements and Regulations
- competence of accredited certification bodies and the Consumer Protection Centre

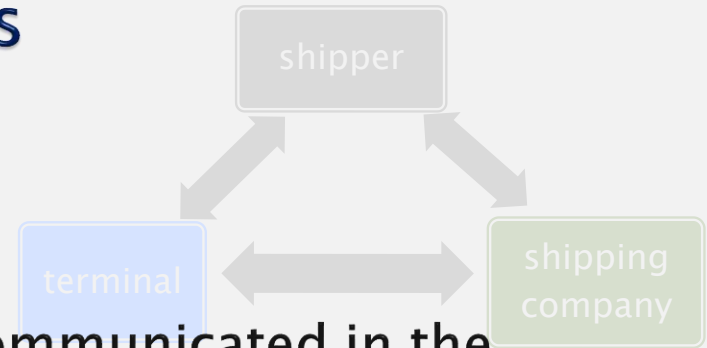
# Implementation in Latvia

## Method No.2: certified method

weighing all packages and cargo items, including the mass of pallets, dunnage and other packing and 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

- certified equipment – Law On Uniformity of Measurements and Regulations
- calculation of all masses
- MSC.1 / Circ.1475 «Guidelines regarding the verified gross mass of a container carrying cargo»

# Communication of information on the verified gross mass



- the verified gross mass should be communicated in the shipping document
- the master and the terminal should enter into arrangements to ensure the prompt sharing of information on verified container gross mass provided by shippers. Existing communication systems may be used for the transmission and sharing of such verified container gross mass information (Guidelines 6.3.1.1.)
- contingencies for containers received without a verified gross mass – the commercial parties should agree how information on verified gross mass is obtained and shared (Guidelines 13.1.)

# Implementation in Latvia

## Enforcement

- ▶ certification and verification of the equipment
  - accredited certification bodies and
  - the Consumer Protection Centre
- ▶ ship–shore interface – the Maritime Administration of Latvia

**Thank you for attention!**

