

Date: 22th June 2016**VICT's SOLAS Export Policy for Customers**

Dear Valued Customers,

1. Purpose

In response to safety concerns resulting from inaccurately declared container weight, the International Maritime Organization (IMO) amended in 2014, the International Convention for the Safety of Life at Sea (SOLAS), Chapter VI, Part A, Regulation 2, to require that packed container's gross mass be verified prior to stowage aboard a ship (SOLAS Amendment). The new rules will enter into force on July 1, 2016 on an international level and in over 170 countries. The SOLAS Amendment provides that the "shipper" will be solely responsible for verifying the packed container's gross mass and transmitting this Verified Gross Mass (VGM) information to the carrier sufficiently in advance of vessel loading. The carrier shall in turn provide the VGM information to VICT, as the terminal-operator, to give instruction to load the container, or otherwise, and for vessel load-planning purpose. The purpose of this Policy is to explain how VICT may implement this SOLAS Requirement when customer engages us for port/terminal services and we looking forward to your utmost support and cooperation.

2. Scope

All containerized international cargo for loading on SOLAS registered vessel including out-of-gauge cargo stuffed in special container and all ISO tank-container unless certified to be empty and free of cargo residual.

3. Definition of Parties involved in this Policy

- 3.1 Shipper – the legal entity or person named on the bill of lading or sea waybill or equivalent multimodal transport document (e.g. "through" bill of lading) as shipper and/or who (or in whose name or on whose behalf) a contract of carriage has been concluded with a shipping company
- 3.2 Carrier – the shipping line/company that transports goods by sea, in its own or chartered vessels, and is named as the carrier in the contract of carriage / bill-of-lading
- 3.3 Terminal / Terminal-Operator – VICT is the terminal / port named in this Policy that provides cargo handling services in connection with a vessel / ship



3.4 Service Partner – VICT's service partner includes waterway-ICD and other terminal/port

3.5 Customer – carrier and/or shipper

4. Policy Overview

4.1 VICT has in place the SOLAS Export Workflow to guide external customer and service partner on the procedure in which VICT shall implement the SOLAS Requirement. The Workflows may be shared with customer and service partner separately or through attachment to this Policy.

4.2 VICT's SOLAS Export Workflows may subject to revision or changes from time to time.

4.3 The cutoff time for VGM submission from the carrier to VICT is determined through mutual consensus between the carrier and VICT.

4.4 VICT has the sole option to accept laden export container without VGM into its premises or to impose "no VGM, no gate-in / barge-in" policy, depending on VICT's CY situation and other reasons, and the container shall NOT be loaded onboard vessel without VGM declaration, ie; "no VGM, no Load".

4.5 The flow of VGM data shall be "shipper > carrier > terminal-operator". The methodology of VGM data transmission shall be communicated separately between the carrier and VICT.

4.6 VICT has the sole option to provide weighing services to the shipper for laden export container without VGM entering its gate or through barge, or chose not to offer the service, depending on VICT's CY situation and other reasons. Weighing service rendered to the shipper shall be assessed per VICT's prevailing Public Tariff. The shipper shall remain fully and legally responsible for the usage of the derived weigh wholly or as a reference to prepare the VGM to meet SOLAS 's Requirement, or choose to use the derived weight for any other purposes, and VICT shall NOT morph the derived weigh into a VGM document.

4.7 Should the container, upon receipt in VICT, is not loaded onboard the scheduled vessel/voyage, ie; as a result of shut-out or misconnecting the vessel, or resulting in shut-out and/or resulting in shifting or segregation of containers without VGM, due to VGM-related issues including but not limited to VGM data not available, failure of carrier to transmit the VGM to VICT, VGM submitted by the carrier to VICT beyond the submission cut-off time due to carrier's weigh variance verification request and procedure, or due to other reasons, VICT shall reserve the option to impose a penalty in the form of a shut-out charge or in addition to a shut-out charge that will be levied against the shipper or carrier, in addition to storage, electricity and other associated charges.

4.8 VICT's prevailing policy and procedure in the control and prevention of over-payload container, ie; container weigh exceeding the Maximum Container Weigh specification, shall remain in force, ie; the container shall NOT be loaded on vessel, until action has been taken to rectify the weigh to within the maximum weight limit, where all cost in association to the rectification action, shall be for the account of the carrier and/or the shipper.

4.9 The carrier may engage the service of VICT to verify the weigh variance (difference between the VGM and the derived weigh) of the container and provided VICT is willing or in the position to providing this variance verification service, the service rendered shall be levied against the carrier per VICT's prevailing Public Tariff.

5. Documentary Reference to VICT's SOLAS Export Policy

5.1 IMO's MSC.1/Circ.1475 dated 09th June 2014 and any revision thereafter

5.2 Prevailing Vietnam Ministry of Transport (MoT) Circular on "Guiding the implementation of measure to verify gross mass of packed container for international transport"

5.3 VICT's SOLAS Export Workflows

6. Validity and Revision of Policy

This Policy shall be in force with effect from 01st July 2016 and may be revised from time to time as determined by the Management of VICT.

End of Policy.


Mr. Kong Wai Keong
General Director

