PORTSYNERGY PROJECTS

Générale de Manutention Portuaire

SOLAS VGM @ GMP TERMINALS

June 2016

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Reminder

As from July 1st 2016, all export laden containers must have a VGM. Else, container does not board

It is the shipper's responsibility to provide the VGM

Communication :

- **Shippers sends VGM to Shipping Line**
- **Shipping Line makes the decision to load or not load**
- **Shipping Line send Load List to the Terminal Operator**

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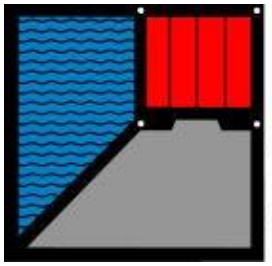

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Goal

We want the system to remain fast and fluid

We do not want new constraints and risks for the Port of Le Havre

We do not want French rules to be more onerous than European competing countries rules

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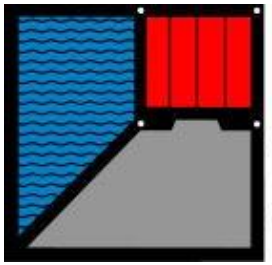

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Technical Solutions

GMP has made the decision to offer a weighing solution on its terminals in order to avoid containers to be rejected at the gate

This is an additional solution provided to the shippers, which they can decide to use or not

This can add fluidity, efficiency and competitiveness for the Port of Le Havre

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IT Solutions

SOGET is working hard to adapt their system and allow fast communications

Possibility for the Shipper to :

- **provide the VGM on AP+ and declare who has weighed**
- **or to tick “please weigh my container on the terminal”**

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GMP offer

GMP terminals have made substantial investments :

- **in a straddle carrier weighing system already certified in the UK (which is designed not to impact the efficiency of our operational process)**
- **IT systems that will allow to transfer the VGM in the straddle carriers onboard computer, the terminal operating system and the community system.**

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GMP offer

3 scenarios :

1. Container arriving on the terminal with no VGM & having ticked the AP+ box “please weigh my container on the terminal”

2. Container arriving on the terminal with no VGM & not having ticked the AP+ box “please weigh my container on the terminal”

3. Container arriving on the terminal with a VGM

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GMP offer

1- Container arriving on the terminal with no VGM & having ticked the AP+ box "please weigh my container on the terminal"

- Terminal will weigh the container
- Update the Terminal VGM in the system
- Send the VGM to the Forwarding Agent (for the Shipper)
- Charge the Forwarding Agent (for the Shipper) for weighing fees (45€)

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GMP offer

2- Container arriving on the terminal with no VGM & not having ticked the AP+ box “please weigh my container on the terminal”

- Container will be accepted on the terminal
- Terminal will put container on “hold” in the TOS
- Terminal will provide information to the forwarding agent for the Shipper (via AP+) and to the shipping line (via CODECO)
- Terminal will expect instruction from the Shipping Line (for the shipper) before closing date
- Shipper can decide to
  - Send its own VGM : Terminal will charge “renomination charge – late VGM” (35€)
  - Ask terminal to weigh with its straddle carrier system : Terminal will charge weighing fees (45€) + “renomination charge – late VGM” (35€)

GMP offer

3- Container arriving with a VGM on the terminal

- No charge to the shipper
- Terminal can inform the Shipping Line if Terminal weight is different from the VGM : rules will be defined by the Shipping Line (f.i. 1 000 Kg difference)
- Shipping Line can decide to use :
  - Original VGM : no charge
  - Terminal VGM : weighing fees (45€) + “renomination charge – late VGM (35€) ”

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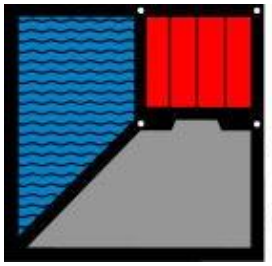

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GMP offer

Flat fees

For our services applying to all laden export containers loaded on a vessel on or after the 1st of July 2016, we will charge a flat fee to shipping line in order to recover investments and additional administrative recurring costs related to the implementation of the new legislation.

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