

15 JUN 2016

PPA ADMINISTRATIVE ORDER

No. 04 - 2016

TO : All Port Managers
Shipping Companies
Cargo Handling/Terminal Operators
Weighbridge Service Providers
Cargo Shippers/Owners and
Others Concerned

SUBJECT : **SUPPLEMENTAL POLICY ON MANDATORY WEIGHING
OF CONTAINERS AND RORO VEHICLES**

Effective 01 July 2016, the mandatory amendment to the International Convention for the Safety of Life at Sea (SOLAS) Chapter IV, Part A, Regulation 2 – Cargo Information, which places a requirement for shippers of packed containers to verify and provide the container's gross mass information to the intended carrying vessel and the terminal operator prior to being loaded onto the vessel, shall be implemented.

In consideration of the Maritime Safety Committee Circular (MSC.1/Circ. 1548) dated 23 May 2016 on Advice to Administrators, Port State Control Authorities, Companies, Port Terminals and Masters regarding the SOLAS requirements for verified gross mass of packed containers, the following supplemental guidelines are hereby issued:

1. PPA affirms that all weighbridge operators (terminal operators, cargo handling operators and independent weighbridge operators) inside the port are the official source of information for the verified gross mass (VGM) of packed containers.
2. Packed container shall mean a container loaded or stuffed or filled with liquids, gases, solids, packages and cargo items, including pallets, dunnage and other packing and securing materials.
3. The term container includes tank container, flat racks, bulk containers and others.
4. Gross Mass means the combined mass of a container's tare weight and the weight of all packages and cargo items, including pallets, dunnage and other packing and securing materials packed into the container.

VISIT:

By 2030, PPA shall have provided globally competitive port service in the Philippines characterized by increased productivity, efficiency, connectivity, comfort, safety, security and environmental sustainability

VISION:

1. Provide reliable and responsive services in ports, sustain development of community and the environment, and be a model corporate agency of the government.
2. Establish mutually beneficial, equitable and fair relationship with partners and service providers.
3. Provide meaningful and gainful employment while creating a nurturing environment that promotes continuous learning and improvement.
4. Establish a world class port operation that is globally competitive adding values to the country's image and reputation.


5. In view of said amendment, all authorized weighbridge operators shall weigh each packed and sealed container individually regardless of size, whether FCL or LCL, and regardless of the number of shippers with shipments loaded inside the container.
6. The Terminal Operator shall supply the VGM information of each container to the carrier via EDI or other electronic means.
7. SOLAS Regulation VI/5 requires that a container should not be loaded to more than the maximum gross mass indicated on the Safety Approval Plate under the International Convention for Safe Containers (CSC), as amended.
8. The Terminal Operator or cargo handling operator shall not load an overloaded container. A container is considered overloaded if the gross mass exceeds the maximum allowable weight embossed on the face plate of the container including the tare weight of the container. If the face plate is no longer readable, the Terminal Operator shall refer to the ISO standards for maximum weights of containers according to size.
9. Any action regarding an overloaded container shall be the result of a business decision between the shipper and the carrier, and handling thereof shall be subject to the rules and regulations of the Authority.
10. If more than one container is mounted on a chassis (e.g. two 20-footers), each container shall be weighed separately.
11. All transhipped containers, particularly in view of the Co-Loading Act (R.A. 10668, 28 July 2014) shall not require any further weighing after the first port of origin or loading, unless the container has been stripped and re-stuffed.

If a transhipped container exits a port and is transported to another port (e.g. North Harbor to MICT or South Harbor), it shall be weighed again.

All existing issuances particularly PPA Memorandum Circular No. 23-2009 – *“Mandatory Weighing of Containers and RORO Vehicles”* and PPA Administrative Order No. 02-2012 – *“Guidelines in the Operation of Weighbridge Facilities and Services at PPA Ports,”* as amended, shall continue to be in force.

This Order shall take effect fifteen (15) calendar days from its publication in the Official Gazette or in a newspaper of general circulation and a copy filed with the University of the Philippines Law Center.

For the guidance and compliance of all concerned


RAUL T. SANTOS
Officer-In-Charge

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