

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	FONASBA (John A. Foord, L&PA Chairman)
ENQUIRY DETAILS:	<i>With the deadline for implementing the amendments to the SOLAS Regulations in respect of container weighing rapidly approaching, it is opportune to reissue our September 2015 survey in order to update our data on the status of the initiative in FONASBA member countries in order to gauge the progress of implementation in FONASBA member countries. If the situation in your country has not changed since September, please indicate accordingly.</i>
COPY REPLY TO:	generalmanager@fonasba.com
CLOSING DATE FOR REPLIES:	March 2016

1. Who is the 'designated authority' for implementation in your country?	Algeria	The Merchant Marine and Port Authority of the Ministry of Transport.
	Angola	AANTA will be organising a meeting with IMPA, the Angolan maritime safety authority, as soon as possible in order to discuss this issue and will provide further information soonest.
	Argentina	Argentine Coastguard
	Australia	AMSA (Australian Maritime Safety Agency)
	Belgium	Federal Public Service Mobility and Transport - Maritime Transport, ir. Els Claeys naval architect-policy advisor safety.
	Brazil	Brazilian Navy, Director of Maritime and Coasts.
	Bulgaria	Meetings with the Maritime Administration are planned for the end of February and we will provide an update once those meetings are held.
	Croatia	Croatian Register of Shipping (CRS)
	Cyprus	The Ministry of Transport Communications and Works in cooperation with the Cyprus Ports Authority
	Denmark	Danish Maritime Association (DMA)
	Dubai	DP World, as terminal operator
	Finland	Finnish Transport Safety Agency
	France	Ministry of Transport and its various departments
Germany	Dienststelle Schiffssicherheit der Berufsgenossenschaft Verkehrswirtschaft Post-Logistik Telekommunikation (BG Verkehr)	

	Greece	Ministry of Maritime Affairs
	Hungary	Hungarian National Transport Authority
	Israel	The Shipping and Port Authority within the Ministry of Transportation. They authorized the Israeli Ports to implement it under a Government Directive which goes back to 1982.
	Italy	Designated Authority is Italian Coast Guard Headquarters
	Japan	Maritime Bureau, Ministry of Land, Infrastructure, Transport and Tourism
	Jordan	Jordan Maritime Commission
	Kenya	Kenya Maritime Authority (KMA).
	Lebanon	Beirut Port and the Ministry of Transport
	Libya	Libyan Port Authority
	Malta	Transport Malta
	Mexico	Coordinación General de Puertos y Marina Mercante (General Coordinator for Ports and Merchant Shipping)
	Montenegro	Ministry of Maritime Affairs and Transport
	Morocco	The port authorities
	Netherlands	Ministry of Infrastructure & Environment
	Panama	AMP, Autoridad Maritima de Panama. Panama Maritime Authority
	Peru	The National Port Authority (NPC)
	Philippines	Maritime Industry Authority (MARINA)
	Poland	Ministry of Industry & Transport
	Portugal	IMT, the Instituto de Mobilidade e Transporte
	Slovenia	Ministry of Infrastructure
	South Africa	SAMSA (South African Maritime Safety Association), supported by the Department of Transport
	Sweden	Transportstyrelsen/The Swedish Transport Agency
	Tunisia	TTN, a private company controlling the operation of ports/customs/ships with the assistance of the local Chamber.
	UK	MCA (Maritime Coastguard Agency)
	Ukraine	State Fiscal Service of Ukraine (Customs Service)
	USA	At present the US authorities have not come to any firm decisions as to how the regulations will be implemented. We are continuing to monitor developments and will advise in more detail once further information becomes available.
	Venezuela	Regret to presently report that no action whatsoever has been taken by Venezuelan authorities on pending matter.

2. Have implementation plans already been put in place?	Argentina	No.
	Australia	Not yet, but AMSA have released a consultation draft version of an amended Marine Order 42 which largely reflects the IMO requirements Amendments are also currently underway to the electronic shipping documentation (Pre-Receipt Advice) to reflect the SOLAS amendments with regard to verified gross weight, the method used to determine the weight and the name of the shipper making the declaration.
	Belgium	Forecasted timing could not be kept. On 20/1/2016 an informative meeting was called together by the designated authority. Publication of the Royal Decree and the administrative guidance is scheduled to be published at least 10 days before the date of entry in force of the SOLAS legislation (10 days is the normal time lapse between publication of new legislation and date of entry of this legislation).
	Brazil	No.
	Croatia	Yes. A draft implementation plan was prepared in October 2015.
	Cyprus	Not yet.
	Denmark	Pending the final Act, which we have reviewed and commented upon. The draft has been put forward to a hearing in the EU with a deadline for reply of 2 nd May 2016.
	Dubai	Yes.
	Finland	Seminar held on October 5th, matters discussed, decisions postponed until next seminar to be held on 29 th April.
	France	Yes.
	Germany	Not yet, but a draft will be published within the next days.
	Greece	In progress.
	Hungary	Summary Notice to Mariners issued January 2016.
	Israel	Yes the Shipping and Port Authority asked us, together with all parties concerned (The Israeli Industry Association, Israeli Freight Forwarders and Custom Brokers Association, Truckers Association, Israeli Railways and the Ports) to study the process starting with the booking and ending with the Captain's final loading plan of the vessel and the issuing of the B/L. The aim is to learn about the obstacles in the process and bring all the parties to a common positive denominator and solve the remaining obstacles.
	Italy	Implementation is in progress with completion expected by the end of March.
	Japan	Yes, it is under process to legalize notifications with effective date on July 1st.
Jordan	No.	
Kenya	Plans being worked on and at an advanced stage.	
Lebanon	Under consideration.	
Libya	No.	

	Malta	No.
	Mexico	The authority is working on that.
	Montenegro	No published information received so far.
	Morocco	In progress.
	Netherlands	We are still awaiting the implementation of the SOLAS regulation into Dutch legislation and the instruction/advices of the Ministry. The Ministry has already informed us that they will do the implementation but does not see itself as a watchdog. They are supporting the introduction of an agreement between shippers, forwarders and carriers which have to make sure that all the obligations are being fulfilled from July 2016 on.
	Panama	Evaluation meetings between Maritime Chamber of Commerce and Maritime Authority have taken place to evaluate the next steps to implement it on time.
	Peru	This procedure to be approved.
	Philippines	Now being discussed.
	Poland	No, this is still pending.
	Portugal	Yes
	Slovenia	No, just started to discuss with authorities.
	South Africa	Transnet port Terminals have advised industry of their "Pre-advance EDI system" and the first approved weighing authority has been announced.
	Sweden	No.
	Tunisia	No.
	UK	Yes.
	Ukraine	Yes.
3. Has your 'designated authority' issued any guidance instructions?	Argentina	Yes.
	Australia	No guidance as yet. But it is envisage that once the legislative amendments (MO42) are complete a Marine notice with guidance will be issued
	Belgium	Not yet. Administrative guidance will be published at the same time as the Royal Decree.
	Brazil	No.
	Croatia	Yes. Available in Croatian only.
	Cyprus	No, because the subject is still under consideration by the interested parties.
	Denmark	Fact sheets have been drafted in cooperation with the designated authority and other organisations involved. A joint seminar will be held on 12 th April where the fact sheets will be distributed.
	Dubai	Yes.
	Finland	The Finnish Transport Safety Agency issued a specific regulation of procedure on 15 th March, although this may be subject to amendment following the seminar on 29 th April.

	France	Under preparation. It will be done very soon through a ministerial order.
	Germany	Not yet.
	Greece	No.
	Hungary	Summary Notice to Mariners issued January 2016.
	Israel	There is a government directive starting 1982 within the Israeli Shipping Safety Directives 1971 which compels every container being loaded on a vessel in the Israeli Ports to be weighed on an authorized weighing scale/bridge prior loading on board a vessel.
	Italy	Same are due for release at the end of March.
	Japan	Yes, it is scheduled to prepare its guideline, after ministerial ordinance determined officially.
	Jordan	No.
	Kenya	Yes
	Lebanon	The IMO circulars and related details have been circulated.
	Libya	No.
	Malta	No.
	Mexico	Not yet.
	Montenegro	No information received so far.
	Morocco	In progress.
	Netherlands	Not that we know of at the moment. We have asked them for comment/advice.
	Panama	Not yet, we provide them with some guidance based on other countries experiences to facilitate the process.
	Peru	Only coordination meetings so far. The policy has not been issued.
	Philippines	Yes, although only the guidelines issued by the World Shipping Council.
	Poland	There were several meetings and some guidance recommendations has been issued.
	Portugal	Yes.
	Slovenia	No.
	South Africa	Guidance is now being provided and roadshows are being organised to advise industry on implementation.
	Sweden	No.
	Tunisia	No.
	UK	Yes.
	Ukraine	No.

4. How will your 'designated authority' ensure trade is compliant?	Argentina	By extension of the existing Customs programme of container weighing
	Australia	AMSA has not yet confirmed.
	Belgium	<p>Enforcement will be through administrative sanctions for which there is no legal basis available yet. Consequently the legal process on this point will take longer, expected timing to become into force of the particular legislation in this respect is 1/1/2017.</p> <p>Authorities are still uncertain on how they can put in place effective controls.</p> <p>Ideally they wish to effect control both by checking the presence of the VGM with the captain upon loading (to be done by Port State Control), and by weighing the container on quay and checking the establishment weight against the documentary VGM. Formally however there are no means of weighting containers available on the terminals or in the port area. Terminals do not want to invest in calibrated weighing equipment.</p> <p>Several terminal visits were planned by the authorities to analyse the loading operations and see if and how such controls could still be effected. It has been confirmed already that controls are to be effected without delaying or hampering the loading operations.</p>
	Brazil	Not known (see answer 1).
	Croatia	"Method 2" shippers are to be certified by competent authority (CRS).
	Cyprus	By issuing relevant directives/guidelines.
	Denmark	The designated Authority of the police will make spot checks or carry out unexpected controls.
	Dubai	Containers will be weighed at the terminal.
	Finland	The authorities will conduct inspections of container mass under Maritime Law 674/1994, the Law of Vessel Security and Safe Usage 1686/2009 and penalties will apply for failure to comply.
	France	Through spot checks/unexpected controls. Non-compliance will be punishable by administrative penalties.
	Germany	Through inspection at the terminals.
	Greece	Not known yet.
	Hungary	Not known yet.
	Israel	Every container entering the port, including those containers which arrive by train, will be weighed either by the shipper and/or while entering the ports by each port authorized weighbridge.
	Italy	Through inspections by Coast Guard, Port State Control inspector, Police and Customs.
	Japan	In keeping with the current trade structure, the Maritime Bureau intend to take necessary actions in line with SOLAS regulations.
Jordan	Will have conference next month for all necessary steps.	
Kenya	Information workshops are to be conducted both in Kenya and hinterland countries.	

	Lebanon	Beirut Port has autonomous responsibility to act and implement to ensure compliance.
	Libya	Not yet announced due to the current situation in the country.
	Malta	Sorry, we do not know.
	Mexico	No containers will be received at the port terminal without its verified gross mass certificate.
	Montenegro	No official information received so far.
	Netherlands	The policy is to adhere to existing certificates like AEO and ISO. How this will work out in practise, is not yet known.
	Panama	Not yet defined.
	Peru	Not yet known.
	Philippines	Container shall not be loaded on board without a verified gross weight.
	Poland	Verification and/or certification.
	Portugal	Random inspections.
	South Africa	The National Regulator for Consumable Specifications will be responsible for checking compliance.
	Sweden	By national legislation.
	Tunisia	We expect that the systematic weighing will take place in April.
	UK	By inspection (random).
	Ukraine	There is no regulation in place at this time.
5. Has your 'designated authority' defined who the 'shipper' is? (in UK for example, they have decided it is the party mentioned on the B/L or transport document)	Argentina	It has not been defined yet.
	Australia	These will be reflected in the amended AMSA Marine Order. SAL believes that the definition will not be dissimilar to that of the UK
	Belgium	This issue has been discussed and the cases of consolidation cargo or several layers of bills of lading have been explained to the authorities. We feel that this new legislation only confirms the existing legal principle that the contractual shipper under the bill of lading remains always responsible for the declared weight. As this is a matter of safety of the vessel, the authorities agreed that only the contractual shipper mentioned the ocean bill of lading will be responsible to provide the correct VGM. All contractual parties intervening between the actual shipper (who loaded the container or upon whose instructions the container was loaded) and the contractual shipper under the ocean bill of lading have to cover their position against their principal in a contractual way.
	Brazil	No.
	Croatia	The shipper is defined same as in UK as well as in IMO MSC.1/Circ. 1475.
	Cyprus	Not yet.

Denmark	The Act has incorporated a definition of the Shipper in Danish language. Translated the wording stipulates: “The legal entity or person listed in the bill of lading or seawaybill or equivalent multimodal transport document (e.g. a through bill of lading) as shipper and/or who has entered into (or in whose name or on behalf of) a transport agreement concluded with a shipping company”.
Dubai	No specific definition has been issued.
Finland	Yes, but further discussions continue on this point.
France	The party on the bill of lading or document of transport (same as UK).
Germany	Will be the same as UK.
Greece	No, at the moment, the shipper is the party on B/L.
Hungary	No specific definition has been issued.
Israel	It has not been finalised yet but we assume that the U.K. approach will be adopted also in Israel.
Italy	In Italy they have decided the shipper is the party mentioned on the B/L.
Japan	The party who is mentioned on the B/Lading or transport documents relevant.
Kenya	Shipper is importer/exporter as mentioned in B/L.
Lebanon	Same stipulation is adopted by Lebanese law.
Libya	No.
Malta	No.
Mexico	The person named on the bill of lading as shipper.
Morocco	The one mentioned on the Bill of Lading as “shipper”.
Montenegro	Not received published information so far.
Netherlands	The shipper is the one who fills the container with goods and finally closes same.
Panama	Same.
Peru	Yes. It is the party mentioned in the B/L and the customs declaration.
Philippines	Shipper is defined as the party on the B/L.
Poland	Yes, Shipper as shown in the B/L.
Portugal	No.
Slovenia	Shippers or party nominated in B/L.
South Africa	Yes. It is the party mentioned in the B/L.
Sweden	This is not known as the legislation is not issued, but most probably it will be defined according to § 2.1.12 in the MSC.1/Circ.1475.
Tunisia	Mentioned in the B/L.

	UK	Yes.
	Ukraine	Yes, the shipper.
6. What proportion of shippers do you expect to use Method 1 or Method 2 for determining actual weight? (Method 1, actual weighbridge certificate / Method 2, calculated mass)	Argentina	Method 1 (actual weighbridge certificate) is expected to be used in greater proportion.
	Australia	Not known.
	Belgium	<p>This will also depend on the conditions of approval with regard to Method 2 (certification, who will be allowed). We have asked for a level playing field at least with the surroundings countries, as we understood there are talks going on with Germany and the Netherlands.</p> <p>As the legislations on the administrative sanctions comes at least 6 months behind of the coming into force of this legislation, this period will be useful to map out all particularities and problems that will be encountered in practice both with regards to Method 1 ad Method 2. With regard to Method 1 it may appear to be necessary, for instance, to invest in calibrated weighing equipment in the port area.</p>
	Brazil	All containers are weighed so 100% Method 1.
	Croatia	Currently unknown.
	Cyprus	It is not yet known.
	Denmark	At this point of time we are not entirely sure, but we assume that many shippers on long-term would prefer Method 2.
	Dubai	100% Method 1, all containers to be weighed at the terminal.
	Finland	Method 1, 20%, Method 2, 80%.
	France	The method will depend on the kind of cargoes but expect method 2 to be used for the great majority of shipments.
	Germany	We expect following proportion: Method 1: 25%, Method 2: 75%.
	Hungary	About 50% Method 1 at shippers site, about 25% Method 1 in the port terminal.
	Israel	Shippers might use both Methods but we do not know in which proportion.
	Italy	This point is in progress but we will strongly push for Method 1 to be exclusively used.
	Japan	Unknown at present. Presume Method 2 will be bigger portion as existing weighbridges or truck scales are limited.
	Jordan	Not known at this time.
	Kenya	Over 90% to use Method 1.
	Lebanon	In Beirut, expect 95% would use Method 2.
	Libya	Perhaps Method 1, but we are yet to be instructed by Authority
	Malta	Sorry we do not know.
Mexico	Method 1 100%. All containers must be weighed, packed and sealed.	
Montenegro	Not received published information so far.	

	Morocco	We believe that the big industries who have available weighbridge will opt for Method 2. The rest which represent the majority will opt for Method 1.
	Netherlands	40% Method 1 against 60% Method 2.
	Panama	It will depend on the authority requisites to certificate a balance.
	Peru	The authority has defined that Method 2 applies.
	Philippines	Still to be discussed.
	Poland	For Method 1: 23%, for Method 2: 26 %, for both: 20%
	Portugal	Not yet known.
	Slovenia	Proposal is Method 2.
	South Africa	We anticipate a 70% Method 1, 30% Method 2 split would prevail.
	Sweden	As a qualified guess the proportion will be 50/50.
	Tunisia	99% Method 1.
	UK	80% Method 1, 20% Method 2.
	Ukraine	Not known at this time.
7. What container weighing facilities currently exist in your country?	Argentina	Weighbridges.
	Australia	Weigh in motion, weigh bridges.
	Belgium	<p>No official installations in the port areas. Some installations on private concessions, mostly however weighbridges destined to weigh to entire combination (cfr. Legislation with regard to maximum payload allowed on roads). Possibilities of dynamic weighing by straddle carrier or forklift however uncertain if these will be accepted as calibrated equipment by the authorities. One of the points to be investigated during the terminal visits (see point 4).</p> <p>Installations on roads outside also meant to weight the entire combination. Authorities to decide if they accept kind of method 2 for this situation (weight of combination minus weight of truck minus weight of container chassis minus tare weight of container). There will be several new private initiatives, one of them will not only weigh but also forward the weigh results under the form of a "shipping document" (see MSC-guidelines) directly to the carrier/booking agent and the terminal (if connected with their system but already one big carrier and one big terminal have joined the initiative).</p> <p>Same initiative will probably also offer the possibility of electronically sending a "shipping document" to the carrier/booking agent through their platform, even if weighing is not performed by them. Seems to be comparable with the e-VGM initiative of INTTRA.</p>
	Brazil	Weighbridges operated by private terminals or public ports facilities.
	Croatia	All container terminals in Croatia are equipped with weighing facilities.
	Cyprus	Weighing facilities exist at the port limits.

Denmark	There are several facilities with weighbridges in Denmark, which are traditionally located near ports with handling of Agriculture commodities.
Dubai	All containers will be weighed at the terminal.
Finland	Weight bridges in major ports, industry area, cranes and trucks with scales etc. Some consolidators/forwarders are considering acquiring their own scales.
France	There is presently a lack of available weighing facilities.
Germany	We have no information about the technical specifications of the weighing facilities.
Greece	Weighbridges.
Hungary	Weighbridges.
Israel	At present ports are weighing all containers brought by truck through the port gates. At present containers which arrive by train are not being weighed.
Italy	<p>a) Inside port/terminal: All the major Marine Terminals have their own weighbridge(s); additionally there are public weighing facilities in the port area, managed under Port Authority endorsement.</p> <p>b) Outside port area: Additional public weighing facilities are available in close proximity to major ports areas.</p> <p>c) Inland: Various weighing facilities are available at / in proximity to major industrial zones, as well as inland hubs and distribution centres in the whole country</p>
Japan	Truck scale and/or weighbridges.
Jordan	Two before entry into the port and two inside the container terminal.
Kenya	Fixed and highway in motion weigh bridges.
Lebanon	Weighbridges.
Libya	Old and damaged weigh bridges.
Malta	5 or 6 weighbridges exist in Malta.
Mexico	In Mexico there are scales in some roads to control the weight.
Montenegro	At the port of Bar there are 3 weighbridge facilities (capacity up to 60t and 50t).
Morocco	In Morocco there are many facilities and it's probably that weighbridge will be used outside of the Port.
Netherlands	Currently weighbridges. Local container terminals are also installing measuring devices in their cranes as a pilot project.
Panama	Some on the road and some at the container terminal entrances.
Peru	Calibrated scales where available.
Philippines	Container bridge.
Poland	Weighbridge in most of the port terminals. Some are quite a distance from the terminal.

	Portugal	Sufficient for the traffic of the container ports (Madeira and Azores excluded).
	Slovenia	Weighing facilities are very poor. There is weighing on container terminal with STS panamax cranes.
	South Africa	Very few weighbridges are currently available.
	Sweden	Some ports have facilities, as do some larger industries. On several places road scales are available.
	Tunisia	Only one inside the port during customs control.
	UK	Currently weighbridges but many out of service. Some ports investing in calibrated lifting equipment
	Ukraine	A number of weighbridges are available, currently operated for, and dedicated to, customs control activities
8. Are all containers currently weighed?	Argentina	The weight of loaded containers for export is currently informed in customs documents and, in case of doubt, the Federal Administration of Public Revenue requests the weighing. Subsequent to the introduction of the new criteria, this programme will also be extended to cover the SOLAS obligations.
	Australia	Generally yes, exports governed by the local road regulations and imports by stevedores.
	Belgium	No. We have knowledge of only one line with dedicated terminal where all containers are weighed during loading operations. This as a matter of a safety, without the weight being recorded and without any additional cost for the shipper. In case of evident overload the container will not be taken on board.
	Brazil	Yes, for customs purposes only.
	Croatia	No.
	Cyprus	No.
	Denmark	No.
	Dubai	No.
	Finland	No.
	France	No.
	Germany	No.
	Greece	No.
	Hungary	No.
	Israel	The answer is yes, at the entrance of each port.
	Italy	Shippers arrange weighing on their own as it is not compulsory today to do so (usually, either at their own warehouse / distribution centre by weighing the goods/commodity to be stuffed and then adding the container tare, or by public / private weighbridges in the area) and declare same to the involved parties (it is their responsibility to do so and they are fully liable for that). Normally, no further weighing is undertaken.
	Japan	It is depends on type of cargo or commodities packed. Some containers are weighed by truck scale.

	Jordan	Yes, using weight bridges.
	Kenya	Not all containers are weighed.
	Lebanon	No.
	Libya	No.
	Malta	No.
	Mexico	No.
	Montenegro	Not all containers are weighed.
	Morocco	Not all of them, only some import/inbound cargos subject to payment the custom duties per kilo.
	Netherlands	No.
	Panama	Yes, but just to determine they do not exceed maximum gross weight container capacity. No receipt or evidence of the container weight unless exceed. Actually just weight export containers.
	Peru	Yes. All export containers are weighed for customs purposes.
	Philippines	No.
	Poland	Not in terminal.
	Portugal	No.
	Slovenia	No, just calculated mass.
	South Africa	Some.
	Sweden	No.
	Tunisia	Yes but without any document delivered
	UK	No.
	Ukraine	No
9. If not, how often do containers get weighed? (And how is that determined, is it by cargo type?)	Argentina	See q. 8 above.
	Australia	N/A
	Belgium	No idea. But very few, see availability of weight equipment. Only if crane driver suspects overload or unbalanced stuffing.
	Brazil	N/A
	Croatia	Very few and usually only on request, e.g. customs purposes.
	Cyprus	At random, subject to the discretion of the Cyprus Ports Authority.
	Denmark	Containers are not often weighed, but shippers estimate the weight and no further actions taken.
	Dubai	N/A
	Finland	Only on request/certain reason.
	France	Only for specific cases (customs purposes).
	Germany	During loading via the container bridges. But only to avoid damages on the bridges. We have been told weighing would be technically possible, but the terminals fear to be held liable. Some liners draw samples to check the weight. But the containers are chosen randomly.

Greece	Only containers which are imported.
Hungary	About 50%.
Italy	<p>Further weighing in addition to the above mentioned arranged by Shippers when stuffing is done, are arranged only upon specific request. For example, the Shipping Line may arrange some random weighing for certain "dubious" lots (repeated wrong declarations from a particular Shipper, or habitual problems with some specific location or commodity).</p> <p>Shippers themselves can apply for additional weighing, in case of any doubt/discrepancy/problem/dispute.</p> <p>Further example: the main Marine Terminals have lifting gears equipped with measuring devices (safety alarms activating in case of weight over the max. payload + tare of the specific equipment): in case substantial over-weight are spotted, accurate weighing at relevant facilities is then provided.</p> <p>In above cases, if any significant discrepancy is detected, all costs arising as a consequence of the wrong declaration are to be borne by liable party.</p>
Japan	As per shipper or maker's instruction.
Kenya	All Import laden containers transported by trucks into the Hinterland are weighed at designated weigh bridges.
Lebanon	Seldom.
Libya	Not at all.
Malta	Sorry we do not know.
Mexico	Depends on the road weight limit.
Montenegro	Containers are weighed according to forwarder / customs requests.
Morocco	Either by weighing or by cargo type.
Netherlands	Occasionally - but we do not know whether it is related to cargo type.
Peru	N/A
Philippines	When there are disputes and/or weight indicated is beyond the capacity of container as per CSC plate.
Poland	Most containers if any are weighed mainly at the place before starting transport to terminal to ascertain gross weight for road permit.
Portugal	About 20%.
Slovenia	Only container stuffed in the port are weighed.
South Africa	Generally where bulk and scrap metal is the commodity.
Sweden	The container weight is almost never checked by authorities in the ports.
UK	Rarely.
Ukraine	As required for customs control purposes and on request from the cargo owner

10. What is the cost for weighing a container?	Argentina	Not informed.
	Australia	Varies depending on vehicle size.
	Belgium	Case by case depending on where and how.
	Brazil	USD 50.00 per unit on average.
	Croatia	Not known at present.
	Cyprus	€25 each at the port area including cost of transport.
	Denmark	Upon asking a member with own weighbridge the cost is approx. DKK 5/per gross tons in one container in connection with a container weighing.
	Dubai	Not known at this time.
	Finland	Party requesting weighing.
	France	Depending on the places but a minimum average of €150/200.
	Germany	Approx. €60.00 per container. But some terminals announced a review of their pricelists due to the new regulations.
	Greece	€10-12.00.
	Hungary	Abt. €4-5.00.
	Israel	About €7.25.
	Italy	Costs may vary, in accordance to the facility and the location where weighing is done: in average, from €30.00 to €50.00 (if containers are to be weighed – for whatever reason - are stacked at Terminals yard, of course the costs for the necessary extra-moves must be added).
	Japan	It stipulated weighing charge by licensed sworn measurers has tariff depends on actual container weight.
	Jordan	3.5 Jordanian Dinars (US\$2.50).
	Kenya	US\$35.00
	Lebanon	US\$5 per unit.
	Libya	Not applicable.
	Malta	€1.60 + VAT 18% per metric tonne on the nett weight of the cargo.
	Mexico	We do not have that information.
	Montenegro	Port of Bar tariff is €0.50 per tonne (TARE + BRUTO).
	Morocco	200 Moroccan Dirhams (€20) per container excluding VAT & regional tax.
Netherlands	Unknown.	
Panama	Not known.	
Peru	No cost.	
Philippines	150.00 Filipino pesos (US\$3.26) per container.	
Poland	From €6-10.	
Portugal	Don't know.	

	Slovenia	Tariff is : Rail € 19.00 weighing € 19.00 weighing tare of wagon Truck € 30.00 weighing € 78.00 transport
	South Africa	This varies.
	Sweden	On available road scales it is free of charge.
	Tunisia	About €2.50.
	UK	£25.00.
	Ukraine	US\$10 – 60, depending on the terminal.
11. Who has responsibility to arrange for container weighing? (Port, line, agent, shipper, etc.)	Argentina	Shipper.
	Australia	Exports – Shippers. Imports – Stevedores, before being put on road transport.
	Belgium	Not regulated, arranging of weighing will be agreed upon on case by case basis depending on particulars of the case / possibilities for weighing. Costs for weighing are always for shipper/ booking party based on the existing legal principle that the contractual shipper under the bill of lading remains always responsible for the weight / adequate stuffing of the container.
	Brazil	Bonded Terminal (compulsory) or carriers/shippers for their own purposes.
	Croatia	Legal entity named on the B/L as shipper / forwarder on account of shipper.
	Cyprus	The agent for account of the vessel or the importer or exporter as the case may be.
	Denmark	The Shipper from time to time uses terminal equipment to estimate the weight.
	Dubai	Terminal operator.
	Finland	Responsibility not defined. Pending case...
	France	Depending on the reasons of weighing (agent/shipper/freight forwarder).
	Germany	In general the shipper, but in fact it will be the agent/liner who has to arrange the container weighing if this has to be checked by the authority.
	Greece	The port.
	Hungary	Not defined.
	Israel	The Shipper, the port, the train operator and the inland container terminal.
Italy	As said today it is not compulsory to weigh containers at public weighbridge. If containers are weighed this is done by shippers (or to state the actual weight by other verification means) and declared it to all the Parties of the relevant supply chain (such as Inland Facilities, Logistic Operators, Marine Terminals, Agent and Shipping Line,...).	
Japan	Exporter means Shipper or their nominated Forwarding agents.	

	Jordan	Agent through the gang list and confirmed by the weight bridge.
	Kenya	Shipper.
	Lebanon	Shipper.
	Libya	When in force, the Port Authority.
	Malta	Any one.
	Mexico	The shipper.
	Montenegro	Forwarder on behalf of cargo owner.
	Morocco	Shipper.
	Netherlands	Shipper.
	Panama	Shipper.
	Peru	Shipper.
	Philippines	Line and shipper.
	Poland	Shipper.
	Portugal	Shipper.
	Slovenia	Shipper or his representative or Party in B/L.
	South Africa	The shipper.
	Sweden	According to SOLAS it is the shipper that has to arrange to get the weight verified.
	Tunisia	Shipper.
	UK	Shipper.
	Ukraine	Usually the cargo owner but occasionally the customs authorities.
12. Are the weighbridge facilities certified by authorities?	Argentina	No.
	Australia	Yes. General licensing regime for weigh bridges. The legislation covering trade measurements are the National Measurement Act and the National Trade Measurement Regulations.
	Belgium	Yes, all weighing equipment is, this is if a weigh note/ weigh certificate has to be provided. So not the weighing equipment incorporated in the terminal equipment as these are not delivering formal weigh notes.
	Brazil	Yes, by the Brazilian government.
	Croatia	Croatian legislation requested "Method 1" shippers to use the certified weighbridges only. Requirements of EU directive 2014/31/EU on non-automatic weighing instruments and dir. 2014/32/EU for automatic weighing are applied.
	Cyprus	Yes.
	Denmark	Yes, and with reference to EU directive for weighing equipment.
	Dubai	Yes.
	Finland	Yes.
	France	Shipper will have to get the gross mass of the shipment by weighing on calibrated and certified equipment.

	Germany	Yes (Eichamt).
	Greece	Yes.
	Hungary	Yes.
	Israel	Yes. A specific unit in the Ministry of Economy and Commerce under the Weight and Measurement Order 1947 is in charge of checking weighing facilities country-wide.
	Italy	Yes, weighbridge facilities must be homologated, tested and certified by Authorities.
	Japan	In accordance with commercial law, licensed sworn measurers are required to examine its facilities on regularly basis.
	Jordan	Yes.
	Kenya	Affirmative.
	Lebanon	Yes.
	Libya	Used to be before war.
	Malta	No.
	Mexico	Yes.
	Montenegro	Weighbridge facilities are certified.
	Morocco	Ministry of Trade and Industry.
	Netherlands	Yes.
	Panama	Not yet.
	Peru	Yes.
	Philippines	Yes, they are.
	Poland	Yes.
	Portugal	Yes.
	Slovenia	Yes, by the Ministry of Economic Developments and Technology, Metrology Institute of the Republic of Slovenia.
	South Africa	Yes.
	Sweden	Yes.
	Tunisia	Yes.
	UK	Yes.
	Ukraine	No.
13. Does the weighbridge issue a certificate of weight?	Argentina	It issues a weight receipt or ticket.
	Belgium	Yes, if it is certified to do so.
	Brazil	Yes.
	Croatia	Yes.
	Cyprus	Yes.
	Denmark	Yes.
	Dubai	Yes.
	Finland	Yes.

	France	In principle, yes.
	Germany	This has not yet been confirmed.
	Greece	Yes.
	Hungary	In some cases yes.
	Israel	The port weighbridge currently issues the certified weight of the Container to the truck driver, the Shipper, custom broker and to the container terminal operators. Starting on the 1/7/2016 the same will be done also by the train and various Inland Container Terminals who use both truck and rail services for export containers.
	Italy	Yes, all private and public weighbridge facilities do issue a certificate.
	Japan	Yes, licensed sworn measurers of truck scale will issue a certificate of weight.
	Jordan	Yes.
	Kenya	No certificate issued.
	Lebanon	Yes.
	Libya	Used to issue before the war.
	Malta	Yes.
	Mexico	We do not have that information.
	Montenegro	Yes it does, certificate of weight is issued.
	Morocco	They issue a weight receipt. Not yet a certificate.
	Netherlands	Yes.
	Panama	No.
	Peru	Yes.
	Philippines	Yes, they do issue certificate.
	Poland	Yes.
	Portugal	Yes.
	Slovenia	Yes.
	South Africa	Yes.
	Sweden	Not the road scales.
	Tunisia	Not an official document.
	UK	Yes.
	Ukraine	Yes.
14. Will your 'designated authority' charge for issuing an approval certificate for using Method 2?	Argentina	Unknown.
	Australia	Not known.
	Belgium	Not discussed by our association. This is a matter for the shipper/ cargo interests.
	Brazil	No (see answer 1).

	Croatia	Yes.
	Cyprus	It will be discussed.
	Denmark	The approval certificate is not issued by the designated authority but may be provided by any entity capable of handling auditing standard processes. It may include costs to get the weighing according to Method 2 certified, e.g. ISO 19001:2012.
	Dubai	N/A
	Finland	Hope able reply after seminar end April.
	France	Designated authority is not involved in the weighing. As stated above, non-compliance will be subject to administrative penalties.
	Germany	No. Instead it will publish a certain Method which can use for the shipper.
	Hungary	Not known at this time.
	Israel	Kindly refer to answer No. 10.
	Italy	Don't know yet.
	Japan	As approved exporter (maker or shipper or nominated forwarding agents), they have to register to governmental sector concerned in advance to certify with Method 2 by themselves.
	Jordan	Not available yet.
	Kenya	Under discussion.
	Lebanon	No.
	Libya	Not clear yet.
	Malta	Sorry, we do not know.
	Mexico	There is no Method 2.
	Montenegro	Not received published information so far.
	Morocco	In process.
	Netherlands	Their intention is to keep both the administrative burden and the costs as low as possible for the shipper.
	Panama	Not defined yet.
	Peru	The National Port Authority.
	Philippines	For discussion.
	Poland	It is not known yet.
	Portugal	Not yet sure.
	South Africa	No mention of this as yet.
	Sweden	Probably, but the legal situation is unclear whether the maritime administration is allowed to stipulate requirements on land based activities.
	Tunisia	Don't know yet, but a private company is starting a weighing station and will charge around €15/unit.
	UK	No.
	Ukraine	This has not yet been determined.

15. Who pays the cost? (Shipper, agent etc.)	line,	Argentina	The Shipper is supposed to pay the cost.
		Australia	Not known.
		Belgium	See q. 14, shipper.
		Brazil	When implemented, probably the shipper.
		Croatia	The shipper (see q. 11).
		Cyprus	The line or the shipper as the case may be.
		Denmark	Shipper.
		Dubai	Shipper.
		Finland	Not known.
		France	In principle the cargo either through the shipper, freight forwarder or agent depending on the cases.
		Germany	In theory the Shipper, but if the weight has to be checked on the terminal, the line/agent will received the invoice and can try get his expenses.
		Greece	Shipper.
		Hungary	Up to the business.
		Israel	The shipper through his custom broker.
		Italy	Don't know yet.
		Japan	In principal, for account of the applicant.
		Jordan	Consignee.
		Kenya	Shipper.
		Lebanon	Shipper.
		Libya	When in force, the agent.
		Malta	Anyone.
		Montenegro	Forwarder on behalf of cargo owner.
		Morocco	Shipper.
		Netherlands	Shipper.
		Panama	Must be the shipper.
		Peru	There is no cost.
		Philippines	Requesting party but mostly it would be the shipper.
		Poland	Shipper.
		Portugal	If charges are applied, it will be the shipper.
		Slovenia	Shippers or nominated party in B/L.
	South Africa	It would be the shipper.	
	Sweden	According to agreement, but in most cases it will be the Shipper.	
	Tunisia	Shipper.	
	UK	Shipper.	
	Ukraine	The ship agent on behalf of the shipper.	

16. Will your 'designated authority' allow any tolerance on weights? (In UK for example, they allow + or - 5%)	Argentina	The Enforcement Authority considers that there should be tolerance on weights. It is being analysed.
	Australia	As part of AMSA draft MO 42, standards of accuracy, consistent with the National Measurement Institute standards have been included.
	Belgium	Even though the trade has pleaded for an allowance of 5%, the designated authority stayed with their first idea of 2%. In case of a variance exceeding 2%, penalties will not automatically be applied, but in such case an investigation will be opened. If it appears that the VGM has been assessed with due care and that there are good reasons for the variance, no penalty will follow.
	Brazil	Not defined yet.
	Croatia	It is expected the regulator will use the threshold of +/- 5%.
	Cyprus	It will be discussed.
	Denmark	In the Danish Act (not yet finally published by the designated authority) we expect to see a clause mentioning the use of an alternative weighing method e.g. using a Reach Stacker. During an interim period of one year tolerance can be accepted +/- 1,000 kilos per container.
	Dubai	Not stated.
	Finland	Only to the extent of the type-certified tolerance of the scales.
	France	The tolerance on weights when using facilities which must be in conformity with directive 2014/31/EU will have to be within the maximum limits which are allowed (different in accordance with the chosen method).
	Germany	Not in general. Weight is weight, but if you use Method 1 to have to use an instrument of accuracy class IV, this means de facto a tolerance of 2%. But if you use the Method 2 the requirements will be stricter, because the shipper has to use an instrument of accuracy class III.
	Israel	No overall decision was yet reached about the accepted tolerance.
	Italy	Yes, +/-5%.
	Japan	Here in Japan, it is indicated allowance with +/-5 %.
	Jordan	The customs up to 500 Kilos.
	Kenya	Affirmative – possibly +/-1-3%.
	Lebanon	This is still not clear.
	Libya	NA
	Malta	Sorry we do not know.
	Mexico	We do not have that information.
Montenegro	Not received published information so far.	
Morocco	+/- 5%.	
Netherlands	Probably yes. The shippers association involved is asking for +/- 5%.	
Panama	Not defined yet.	

	Peru	Yes. Peruvian customs allows a tolerance of +/- 5 % on weights for loose loaded cargo.
	Philippines	For discussion.
	Poland	A 5% allowance has been indicated. However the standard tolerance on weights is 200 kilos on 60.000 kg on a weighbridge (0.33%).
	Portugal	We expect it will be around 5%.
	Slovenia	Proposal is 4%.
	South Africa	This is now under discussion.
	Sweden	This has been discussed but no value is settled.
	Tunisia	Don't know at this stage.
	UK	Yes, +/- 5%.
	Ukraine	This has not yet been determined.
17. Will penalties apply to any container found to be at variance with declared weight?	Argentina	Unknown.
	Australia	Not clear at this stage. The current draft of amended MO 42 does not include penalties in this regard.
	Belgium	Yes.
	Brazil	Not clear yet.
	Croatia	Yes, for any variance greater than 5%.
	Cyprus	In the case that a container is found to be overweight it may not be allowed to be loaded on board the vessel.
	Denmark	We have been informed by DMA that a violation in excess of 5% of the VGM provided in the papers would cause sanctions.
	Dubai	N/A
	Finland	As above.
	France	Administrative penalties (please see above).
	Germany	This is still not clear. However, it could be not loaded.
	Israel	Containers whose weight (tare + cargo) will exceed the container permissible weight will be returned to the shipper's premises in order to adjust the weight to the permissible weight. We assume that shippers with significant variances of actual weight compared to the declared weight will be approached by the Ports, their custom broker and the shipping agent to improve his weight declarations.
	Italy	We believe so but don't know yet.
	Japan	Yes, if it is false or the declaration exceeds allowance and/or no licensed sworn measurers determine weight of container, etc.
	Jordan	We expect penalties to be applied.
	Kenya	Under discussion.
Lebanon	This is still not clear. However, it could be not loaded.	
Libya	N/A	

	Malta	Sorry we do not know.
	Mexico	Has not been defined.
	Montenegro	Penalties may have occurred in case discrepancies in declared weight were found.
	Morocco	Penalties has been suggested by APRAM.
	Netherlands	Not known yet.
	Panama	Not defined yet but there's intention to apply penalties.
	Peru	No sanction. The container will not be loaded on to the ship.
	Philippines	For discussion.
	Poland	Not decided yet.
	Portugal	Yes.
	South Africa	We presume a penalty will be introduced.
	Sweden	Most probably the authorities will not check container weights and penalties will not be charged.
	Tunisia	Most probably no.
	UK	Nothing planned but if the weight had been determined using method 2 the appropriate party would be struck off.
	Ukraine	This has not yet been determined.
18. Who pays any penalties?	Argentina	Unknown.
	Australia	As per 17, the shipper.
	Belgium	Can only be the shipper in case of wrong VGM. Penalties for the line or terminal are possible in case no VGM available as and when prescribed by the legislation. We have pleaded that the line/the booking agent and terminal should only be liable to check if there is a VGM provided in time and in a way prescribed by the legislation (by electronic means or on paper, I latter case there should be a format to be used by the shippers when communicating the VGM to the line/ the booking agent. They should not check if the VGM is correct, if the shipper is certified to use method 2 etc. It will always remain the contractual shipper who has to answer to this kind of matters.
	Brazil	When implemented, probably the shipper.
	Croatia	The shipper.
	Cyprus	The vessel or the shipper as the case may be.
	Denmark	Shipper.
	Dubai	N/A
	Finland	As above.
	France	At the end the cargo through the shipper.
	Germany	Not yet decided, but it must be the Shipper or the nominated party in B/L
	Italy	Should be the shipper (or the NVO appointed).

	Japan	The party who made false return.
	Jordan	Consignee.
	Kenya	Shipper.
	Lebanon	Shipper.
	Libya	When in force, the agent.
	Malta	The entity found by the authorities to be responsible for misdeclaration.
	Montenegro	Forwarder on behalf of cargo owner.
	Morocco	Shipper.
	Netherlands	Shipper is responsible, so it may be expected that he is the one to pay.
	Panama	Shipper.
	Philippines	For discussion.
	Poland	Not decided yet.
	Portugal	The Shipper
	Slovenia	Shippers or nominated party in B/L.
	South Africa	The shipper who may then go against his nominated packing station.
	Sweden	The person how signed the certificate.
	UK	Shipper.
	Ukraine	For export containers, the agent on behalf of the shipper.
19. How will transhipment containers be handled? (Will the mother vessel accept weights declared from feeder vessel)?	Argentina	Transhipment containers should be accepted according to the certification of origin.
	Australia	As mentioned in the previous survey, the aim of the SOLAS amendments is to provide for a safety regime where shippers accurately reflect the container weight and avoid a repeat of the "MSC Napoli" incident. SAL believes that since the SOLAS regulations specify responsibility for container weight verification and declaration to the shipper and further specify that a container should not be loaded (by the master and terminal representative), acceptance of valid declarations from a feeder vessel would be adequate evidence for the mother vessel to demonstrate compliance.
	Belgium	From SOLAS- vessel to SOLAS vessel see IMO guidelines 8.1.1. Other cases: VGM to be provided by contractual shipper (may be other line).
	Brazil	Not clear yet.
	Croatia	Yes, if the mother vessel covered by SOLAS (500 GT and more engaged in international voyages).
	Cyprus	Transhipment containers are handled according to the weights mentioned in the manifests. Occasionally the port authorities may ask for such containers to be weighed at random.

	Denmark	According to the legislation it is the VGM from point of origin that goes into the manifest and which will be used in connection the on-carriage.
	Dubai	Not known at this time.
	Finland	Or vice-versa. Believe yes as units have been subject to weight using Method 1 or 2.
	France	In principle yes
	Germany	Yes, as long as SOLAS applies to the feeder vessel
	Hungary	We do not have mother vessels only trucks, railway waggons and barges or self-propelled vessels
	Israel	The answer is positive. The mother vessel will accept the weight declaration from the first port of loading
	Italy	Don't know yet
	Japan	Terminal operator able to check if container weight is same weights with shipping documents relevant.
	Jordan	Yes
	Kenya	Cargo originating from compliant ports will be exempted from re-weighing
	Lebanon	Yes.
	Libya	When in force, yes.
	Malta	Sorry, we do not know.
	Mexico	Containers must have its verified gross mass certificate from origin.
	Montenegro	Mother vessel will accept weights declared from the feeder vessel.
	Morocco	In process.
	Netherlands	Topic not clear yet.
	Panama	Weight must be declared by shipper, meaning only origin can declare it. Weight certification must be traceable during trip (origin – transhipments – destination).
	Peru	Yes, if they accept the stated weight.
	Philippines	For discussion.
	Poland	Rather yes.
	Portugal	Yes.
	Slovenia	No information, but presume yes.
	South Africa	As per the IMO ruling transhipment type containers need not be weighed.
	Sweden	According to § 8.1.2 of MSC.1/Circ.1475.
	Tunisia	Not relevant (we are a feeder port).
	UK	Weight loaded to feeder vessel will be accepted.
	Ukraine	This has not yet been determined.

<p>20. How will you handle such as FOB shipments where the buyer (presumably overseas) is the declared shipper?</p>	Argentina	Unknown.
	Australia	As indicated at 19 above, the aim of the regulations is to ensure that safety of the vessel and its cargo are not comprised. A relevant inclusion may be required in contractual arrangements (between seller and buyer) to ensure matters relating container weight are addressed, accordingly.
	Belgium	We feel that this new legislation only confirms the existing legal principle that the contractual shipper under the bill of lading remains always responsible for the declared weight. As this is a matter of safety of the vessel, the authorities agreed that only the contractual shipper mentioned in the ocean bill of lading will be responsible to provide the correct VGM. All contractual parties intervening between the actual shipper (who loaded the container or upon whose instructions the container was loaded) and the contractual shipper under the ocean bill of lading will have to cover their position against their principal in a contractual way. This also goes for parties under the sales contract.
	Brazil	In Brazil is mandatory to have a Brazilian company as shipper with a CNPJ (VAT/Tax reference).
	Croatia	SOLAS requires that only container with verified gross mass (VGM) can be loaded on-board. It is responsibility of shipper to obtain VGM prior the loading.
	Cyprus	In cooperation with the carrier/ship owner/operator.
	Denmark	Shipper or his representative is responsible to clarify VGM, hence the FOB shipper to be guided accordingly.
	Dubai	Not known at this time.
	Finland	The shipper authorised under the transport agreement is ultimately responsible for the contents of the container and for reporting the VGM.
	France	The party remitting/claiming the container on the terminal and performing the export/import customs formalities.
	Germany	Not yet clear.
	Hungary	Do not have idea so far.
	Israel	In our opinion it is a rare possibility. In case it might happen we assume that the container will be sent back to his actual producer in order to reduce the weight to the permissible weight.
	Italy	The buyer is subordinate, the shipper is responsible.
	Japan	Regardless with terms of sales contract, all containers for export must follow SOLAS Regulations.
	Kenya	Shipper = exporter/importer.
	Lebanon	The real local shipper will be traced through the customs clearing agent.
Libya	Not decided by authority yet.	
Malta	Sorry, we do not know.	

	Mexico	The person named on the bill of lading as shipper will be the responsible.
	Morocco	In process.
	Montenegro	We will act as per forwarder instructions.
	Netherlands	Do not yet know.
	Panama	It's shipper responsibility so they need to be sure to comply with the weight certification and all government requirements.
	Peru	Customs will always request the local seller in the customs declarations.
	Philippines	There must be a locally based consignee indicated on the B/L.
	Poland	Order for weighing the container will be done on behalf of shipper by agents /forwarders.
	Portugal	Not known yet.
	Slovenia	Forwarders responsibility or party nominated in B/L.
	South Africa	This will be dealt with through the vessels agent.
	Sweden	According to SOLAS it is the Shipper's responsibility to deliver a signed document showing the verified container weight to the Carrier and this situation has to be solved in the transport agreement. As it is stated in SOLAS the document may be signed by a person duly authorized by the shipper. It would thus be possible for the Shipper to authorize a person at the Consignor to sign the certificate when the Shipper is the Consignee.
	UK	Overseas shipper will be responsible.
	Ukraine	This has not yet been determined.
21. Additional comments:	Argentina	The regime introduced in February 2016 will continue in operation for one year, following which it will be reviewed and permanent legislation put in place.
	Australia	<p>1. AMSA is currently in discussion with the other modal regulators (Heavy Vehicle & National Measurement Institute) to establish consistency in the documentation, declaration, weigh methods and associated tolerance levels. These will be accordingly reflected in AMSA's amended Marine orders, a draft of which is due in Feb. 16.</p> <p>2. From an implementation perspective, changes are currently being made to the electronic declaration for containers (Pre-Receipt Advice) to reflect the SOLAS requirements with regard to shipper identity, verified weight and method used. These will be introduced with effect from 13th April. It is envisaged that a container booking (for subsequent loading) will not proceed until the aforementioned information is provided.</p> <p>3. SAL is hopeful that the designated authority, viz. AMSA, will fulfil its IMO enforcement obligations and have some form of compliance regime. Shipping lines will not be undertaking this task.</p>
	Belgium	NAVES have ensured its members are kept up to date by the issue of regular circular letters.

Croatia	Agency Association established contact with the “designated authority” and The Ministry of Shipping. Awaiting advice for the meeting and official statements on all open questions.
Cyprus	Reverting after the subject – matter will be discussed and or final decision will be taken.
Denmark	The organisations involved, including the Danish Shipbrokers’ Association, have had a comprehensive dialogue with the Danish Maritime Authority during the hearing of the Act.
Finland	Reverting to open items... Domestic forces working for approval of a 5 percent weight tolerance for forestry/timber products.
France	The ministerial order will be issued very soon.
Germany	For further details see: http://www.deutsche-flagge.de/en/safety-and-security/cargo/loading-of-containers?set_language=en
Israel	Your Questionnaire is a nice opportunity to make some order within everybody's system.
Japan	Eventually, kindly please be acknowledged that our designated authorities are in process to legalize this with relevant notifications, which are published already for parties concerned to invite their public opinions, prior to put inforce internally.
Kenya	As an Association representing shipping agents and by extension shipping lines, we are pushing the concerned government agents to fast-track implementation arrangements.
Libya	None for the time being.
Philippines	Unfortunately, there are still no available data to the questions and are not yet determined as of this time. The Philippines liner shipping industry thru the AISL is continuously liaising with all the maritime government agencies.
Portugal	In what concerns Portugal so far we know already that the designated authority (IMT) and we had as AGEPOR already 2 meetings with other industry actors. We also wrote to them our point of views but they didn’t come yet with the rules. Recently we wrote to the new Minister calling her attention to the subject and asking for her intervention in order to speed the process.
Slovenia	We just received first reply from our authorities. Forwarders are preparing information for all shippers in Hungary, Czech Republic, Slovakia, Austria and Serbia. From them we have no information, nor from big companies like CMA CGM, MSC, MAERSK etc.
South Africa	Action is now being taken to ensure compliance by the due date.
Tunisia	We expect that due to lack of accurate weighing inside the port, private operators will deploy weighing stations delivering proper certificates that will be accepted by deep sea liners in transshipment ports.
Ukraine	During the preparing of this conclusion we have used the following statutory instruments: 1. The Constitution of Ukraine; 2. Customs Code of Ukraine;

		<p>3. The Resolution of the Cabinet of Ministers of 21.05.2012 № 451 "Questions of crossing the state border by people, automobiles, water, railway and air transport of carriers and goods which are transported by them".</p> <p>4. The Resolution of the Cabinet of Ministers of Ukraine of 02.04.2009 № 320 "On approval of the procedure of transportation of the goods at checkpoints across the state border, located in the seaports of Ukraine, during the container shipping in direct intermodal traffic".</p> <p>5. The Order of the Ministry of Finance of Ukraine of 30.05.2012 № 631 "On the procedure of customs formalities during the carrying out of the customs clearance of goods using the customs declaration in the form of a single administrative document".</p> <p>6. Order of the State Customs Service of Ukraine of 17.09.2004 № 678 "The Instruction on customs control and customs clearance of vehicles and goods which are transported by them".</p> <p>According to the requirements of the customs legislation of Ukraine, customs - customs control is a set of measures which are taken to ensure the compliance with the provisions of this Code, laws and other normative acts on public customs, international agreements of Ukraine concluded in accordance with the law (section 24 part 1, Art. 4 of the CC of Ukraine).</p> <p>All the goods and vehicles which crossing the customs border of Ukraine are the subject to the customs control.</p> <p>Customs control of goods, vehicles of the carriers at checkpoints across the state border of Ukraine is carried out around-the-clock according to the standard technological schemes for crossing the state border of Ukraine of automobile, water, railway and air transport of the carriers, approved by the Cabinet of Ministers of Ukraine.</p> <p>Procedures for customs control are governed by the Cabinet of Ministers of Ukraine in accordance with the rules of the Customs Code of Ukraine.</p> <p>It should be noted that the government decision which is referenced above doesn't contain any definition, reason, limits of authority and the method of weighing the cargo in containers.</p> <p>Based on the above it can be concluded that the procedure of weighing of the containerized cargo, as customs control measure, is not regulated by the current legislation of Ukraine.</p> <p>Under the provisions of CC of Ukraine, all customs measures must be carried out directly by customs officials and exclusively in the forms prescribed by the CC of Ukraine and other laws of Ukraine on customs matters.</p> <p>Taking into account the differentiation by the state of weighing and inspection procedures, the legislation of Ukraine does not attribute the weighting to any law specified form of customs control, and does not contain the requirements under Part. 2, Art. 19 of the Constitution of Ukraine:</p> <ul style="list-style-type: none">• the basis for the weighing of containerized cargo as customs control measure,
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		<ul style="list-style-type: none">• the spectrum of authorized persons directly entitled to carry out the weighing of containerized cargo as customs control measure,• the method (order) of the weighing of containerized cargo as customs measure and form of document which is required for registration of the container weighing as measure and result of customs control. <p>The absence of the above normative regulation does not allow to qualify the weighing of containerized cargo at checkpoints placed in Ukrainian sea ports to customs control measures which are provided by the legislation of Ukraine.</p>
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