

Jun 2016

Certified weights must be supplied by shipper beginning July 1, 2016

(Reminder)

Beginning July 1, 2016, shippers are required to provide carriers with certified weight documentation in the form of weight tickets or other types of documentation that is generated by state certified, calibrated weight scales. Shippers must weigh their containers in one of two ways:

- Weigh the loaded container; or
- Weigh the individual pieces of cargo and add container tare weight.

In either case, the weights must be obtained on appropriately certified scales. Also, the shipper of the container must ensure that the verified gross mass is declared on the accompanying shipping document. In order for the document to be validated and accepted, it must be:

- Signed by a person duly authorized by the shipper; and
- Submitted to the carrier sufficiently in advance, as required by the carrier, to be used in the preparation of the stowage plan.

Please make note that in the event the container is tendered without the required weight certificate, it is likely that the carrier will reject it or send it out for weighing, and any noncompliance will likely result in significant additional costs to the shipper. For more info, please review our Dec 15 newsletter posted at:

http://www.lhcb.com/index_files/Page435.htm

The NCBFAA has made public its SOLAS/VGM information accumulated to date, and shippers may access it at on the NCBFAA website at

http://www.ncbfaa.org/Scripts/4Disapi.dll/4DCGI/cms/review.html?Action=CMS_Document&DocID=19025&MenuKey=about

PLEASE REMEMBER, however, that this information is posted without any representation that it is timely, accurate or complete. The NCBFAA is only able to post whatever information it receives so that it is possible that

the carriers, vendors, logistics companies, or ports will have more current information.

We once again urge you to insure your shippers are in compliance. Please note next article, but please understand this is advisory only.

Three-Month Grace Period Urged for Container Weight Verification Requirement (From our friends at Sandler Travis)

In a May 23 advisory circular to port state control authorities, companies, port terminals and others, the International Maritime Organization's Maritime Safety Committee called for flexibility in implementing the verified gross mass requirement for loaded cargo containers that take effect July 1. According to a press release, the MSC agreed that while there should be no delay in the implementation of the SOLAS amendments, authorities should take a "practical and pragmatic approach" to enforcing them through Oct. 1. The press release states that this would help ensure that containers that are loaded before July 1 but transshipped on or after that date reach their final port of discharge without a VGM. It would also give stakeholders the flexibility to refine procedures for documenting, communicating and sharing electronic VGM data, if necessary, without causing delays to containers being loaded. For more info, please go to

<http://www.strtrade.com/news-publications-verified-gross-mass-IMO-container-weight-052416.html>

Toxic Substances Control Act Reform Passes Senate, Heads to White House (From Sandler Travis)

The Senate approved June 7 the first significant overhaul of the Toxic Substances Control Act since its enactment 40 years ago. The White House has said it strongly supports the measure, which President Obama is expected to sign into law in the near future. This will affect all importers of chemicals, but we do not yet know how. We will keep you informed as we get clear definition of the implementation. For more info, please go to

<http://www.strtrade.com/news-publications-TSCA-reform-toxic-substances-legislation-060916.html>

Panama Canal redraws world trade once again (From American Shipper)

When the new locks slide open to receive traffic for the first time in late June, the reverberations will be felt from Asian gas terminals to Great Plains farms and ports from Miami to Long Beach to Santiago. Nine years of construction work, at a cost of more than \$5 billion, have equipped the canal with a third set of locks and deeper navigation channels, crucial improvements that will double the isthmus's capacity for carrying cargo between the Atlantic and Pacific oceans. For more info, please go to

http://www.americanshipper.com/Main/ASD/Panama_Canal_redraws_world_trade_once_again_64162.aspx

Trusted Traders deserve preferential treatment by CBP (From NCBFAA)

The Commercial Customs Operations Advisory Committee (COAC) to CBP is recommending members of the Importer Self Assessment and Customs-Trade Partnership Against Terrorism programs get a "higher level of service," ... CBP's treatment of trusted traders should include "enhanced communication, accessibility and responsiveness (including updates and trends to increase or maintain compliance) with their National Account Manager (NAM) or other Center representative," ... Other possible benefits for trusted traders could include expedited entry, screening and release; reduced examination or expedited processing, said the group. "Particularly for trusted partners (C-TPAT or ISA), the Centers for Excellence and Expertise (CEE's) should provide problem resolution contacts and work with the Ports to grant the importer "preferred location designation" to provide flexibility in the exam location, where practicable, in the event cargo must be held for exam or review. Trusted partners should also receive expanded permission to use electronic and/or blanket certifications/authorizations over transactional/paper requirements," said the working group. For more info, please go to

http://www.ncbfaa.org/Scripts/4Disapi.dll/userfiles/uploads/ITT_ACEWNB_V1_I9_050416.pdf

[Ed. note: While the larger importers have reaped some benefits from the programs, we have seen few benefits to small or medium importers to date. The real benefits of these programs for small and medium importers will come when we have some kind of terrorist incident that shuts down all or

most ports. Please contact our office if you have interest in either ISA or C-TPAT.]

Please visit our website at

www.lhcb.com

for additional and updated information and contact us with any questions.

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