

Abu Dhabi Terminals (ADT) Verified Gross Mass (VGM) Service Questions & Answers

1. What is ADT's role and responsibility?
Abu Dhabi Terminals (ADT) in compliance with SOLAS regulation will facilitate weighing of a packed container on behalf of the Shipper. ADT will not load any packed container that does not have a verified gross mass (VGM). Shipper or their representatives are required to either submit VGM weight prior to gate-in of a container or request ADT to weigh the container and provide the VGM.
2. Who is responsible for providing VGM?
As per SOLAS regulation, Shipper is responsible for the verification of the gross mass of a packed container.
3. Is ADT authorized to provide VGM service?
FTA has approved Abu Dhabi Ports as an accredited body for verifying the VGM. ADT have thus, through Abu Dhabi Ports, been approved as a certified vendor for providing VGM.
4. Is ADT equipped to provide VGM service?
Yes, ADT is fully equipped to provide the VGM service through the automated stacking cranes (ASC) inside the container terminal.
5. If ADT provides VGM service, will there be any delay in the work flow?
No, ADT will provide a seamless process by providing a certified weighing service fully integrated within the container terminal operating system (TOS).
6. What happens to Export cargo which arrives at the terminal gate without VGM?
At Khalifa Port, Shippers at the time of creating the Truck Visit Appointment (TVA) are expected to declare the VGM or request ADT to weigh the containers and provide the VGM. Should neither of these requirements have been fulfilled, the creation of a TVA will not be permitted and thus the container will not be allowed to enter the terminal area.
7. Will ADT weigh all the packed containers even if they have a declared VGM?
Yes, since ADT will be using ASC to weigh containers, all containers being stacked in the yard will be weighed. This will ensure added level of safety without causing any delay in the work flow.
8. What is the tolerance level for ADT to concede as 'acceptable'?
In agreement with Shipping Lines, ADT will allow a tolerance level of less than 1 Ton (1000 Kg) between Shippers declared VGM and ADT's VGM. No action will be taken in such cases.
9. What action will ADT take if the VGM is beyond acceptable level?
Upon advice from the Shipping Lines, if the discrepancy between Shippers declared VGM and ADT's VGM exceeds 1 Ton (1000 Kg), ADT will override the declared VGM with its VGM.
10. What will be the charge applied by ADT for providing VGM of a packed container?
*A charge of **AED 40** will be applied by ADT for providing certified VGM service.*
11. What is the penalty applied if the VGM is mis-declared?
Below penalty matrix will be applied if the mis-declared VGM exceeds ADT's VGM.

Mis-declaration	Penalty	Action
Below 1 Ton (1000 Kg)	Nil, no action taken	No Action
Exceeds 1 Ton but less than 5 Ton	VGM Charge (Aed 40)	VGM would be updated.
Exceeds 5 Ton	Aed 118 (Aed 40 + Aed 78 as per tariff item 118.1.c)	A mis-declaration will be charged and VGM would be updated.

12. What are the sources of providing VGM information to ADT?
Shipper can provide VGM at the time of creating Truck Visit Appointment (TVA). Shipping Lines can also provide VGM during the Booking process through EDI (COPARN) or while sending the Load list (EDI/Excel) where containers are stuffed inside the Terminal.
13. What transmission e-channels will be used by ADT to communicate VGM to Carriers and Shippers?
VGM will be communicated through online web portal and through EDI transmission.
14. At what stage and from whom VGM charge will be collected?
VGM charge will be collected by the Shipper or their representative at the time of creating Truck Visit Appointment.
15. What is the VGM cut-off time?
VGM cut-off time will be as per the vessel cargo cut-off time for containers stuffed inside the Terminal.
16. What if the customer estimates the VGM weight without verifying it?
The World Shipping Council guidelines clearly states "Estimating weight is not permitted. Shipper or their representative has a responsibility to weight the packed container or its contents."
17. What is ADT's policy regarding loading containers without proper VGM?
Packed containers without proper VGM will not be loaded on the vessel.
18. Does ADT require any certification from other loading ports to prove their IMO compliance when handling T/S and Import containers?
No, ADT does not require any certification from loading ports.
19. Will ADT re-verify the weights of Import and T/S containers?
No, ADT will not re-verify the weights of Import or T/S containers. However, ADT is well equipped to provide weighing service (at a charge) for Import and T/s containers if requested by Shipping Lines.
20. Are there situations where a Packed Container does not need to be weighed?
Yes, under Method 2, which allows the contents of the container as well as any bracing materials to be weighed separately and then added to the tare weight (empty weight) of the container, it is possible to sum up the weight of individual sealed cartons where the weight is known in advance and use this figure in the total weight calculation. This approach has four required elements: It only applies to 1) original, sealed packages, 2) that have been previously weighed, 3) with the accurate mass clearly and permanently marked on their surfaces, and 4) such weights being added to the calculated weight of all packing, securing and other material that may have been used in the packing of the container.
21. Is there a maximum weight for containers under the Verified Gross Mass rule?
Yes, the maximum weight for a container will be as per the IMO Safe Container Convention (CSC). It specifies that each container be marked with a maximum load capacity that must not be exceeded. The VGM and maximum weight rules should not be confused. Overweight containers refer to containers that are packed beyond their maximum load capacity and must never be tendered for transportation.