

June 30, 2016

VGM Submission for On-Dock Rail in the United States

Dear Valued Client,

With several U.S. marine terminals receiving containers via on-dock rail facilities, some currently do not have scales suitable for weighing such containers to arrive at a VGM. Thus, in light of the equivalency determination made by the U.S. Coast Guard, for containers arriving by on-dock rail, Maersk Line will accept the actual gross cargo weights (weight of the cargo, packaging materials, pallets, and dunnage) as certified by the shipper or its agents pursuant to the Intermodal Safe Container Transportation Act (ISCTA).

In other words, Maersk Line will use the cargo weight provided by the shipper to produce the verified gross mass to comply with this regulation. The cargo weight is already submitted to Maersk Line by the shipper in accordance with ISCTA and should continue to be received prior to rail billing.

For cargo that does not require a certified actual gross weight under the ISCTA, shippers who wish to avail themselves of this method must submit a certified actual gross cargo weight complying with the requirements of ISCTA for determining and reporting gross cargo weights. Additional procedures necessary for computation and submission of VGM for on-dock rail shipments using ISCTA actual gross cargo weight will be made available to the shipper by Maersk Line.

As always, we thank you for your continued business and should you have any questions about this information, please feel free to contact your local Maersk Line representative.

Thank you,
Maersk Line