

Country	Local Authority to enforce rules	Local legislation ready, clear and available?	Weight tolerance	Weighing method : Method 1 (Actual) vs Method 2 (Virtual)
AT	Bundesamt für Schifffahrt	No ; draft only: http://www.bmvit.gv.at/verkehr/gesamtverkehr/logistik/downloads/vgm_umsetzungsstand.pdf	N/A; will be in line with other countries	Virtual : for EN ISO9001, ISO9004, ISO14001, ISO28000, EMAS, AEO-S, AEO-F certified organisations
BE	Federal Public Service Mobility and Transport - Maritime Transport	No ; final draft only; not certain officially established before July 1	A 5% allowance has been indicated. However the standard tolerance on weights is 200 kilos on 60.000 kg on a weighbridge (0.33%).	Virtual : no additional certificate is required, but the company has to use a certified calculation method as part of: 1) An existing ISO certification, 2) An existing AEO certification, or 3) a certification with the Belgian Ministry of Mobility and Transport (vgm@mobilit.fgov.be): The customer should describe how individual weight have been assessed and with what accuracy. http://mobilit.belgium.be/sites/default/files/resources/files/draft_be_circular_vgm.pdf
BU	Bulgarian Maritima Administration	N/A	N/A	N/A
CH	Swiss Maritime Navigation Office (SMNO)	No , a special Implementation Act is not needed: https://www.eda.admin.ch/content/dam/smno/mehrsprachig/documents/20160407-SOLAS-verwiegstellen_DF.pdf	As Switzerland is a land-locked country its VGM threshold will probably be aligned with the lowest one of a European coastal state.	Virtual : work in progress.ISO or AEO accreditation most likely required, or companies using certified MRP II or ERP-systems or companies that provide proof of a working, well known and accurately documented process: https://www.eda.admin.ch/content/dam/smno/de/documents/20160105-methode2_DE.pdf
CZ	Ministry of Transport - Navigation and Waterways Division	No ; under consideration	N/A	N/A
DE	German Ministry of Transportation and Digital Infrastructure (BMVI)	Yes ; this amendment of the SOLAS Regulations will be implemented in Germany with an entry into the annex of the German ship safety act (Schiffssicherheitsgesetz).	The tolerance is defined by the tolerances of the measuring instruments: accuracy class III (IV) of the EU Directive 2009/23/EC (from 20.4.2016 2014/31/EU) for method 1 and accuracy class III for method 2. In practice this will be about 2%.	Virtual : existing AEO or ISO accreditation required. For shippers who do not have this option, BG Verkehr has developed an approved procedure to calculate the gross mass in accordance with Method 2 (in German only): http://www.deutsche-flagge.de/en/downloaden/safety-and-security/cargo/container/model-procedure-for-determining-the-gross-mass-of-a-cargo-container-method-2-in-german-only
DK	Sfartstyrelsen - Danish Maritime Authority	Yes ; http://www.worldshipping.org/industry-issues/safety/regional-implementation-information/Danish_Order-397-2016-verification_of_the_weight_of_loaded_containers-English.pdf	5% or +/- 1000kg accepted until 30.06.2017	Virtual : certification is not required, but a certified quality system is required (DS/EN ISO 2001:2008 and DS/EN ISO 19011:2012). http://www.dma.dk/sitecollectiondocuments/nyheder/2016/vgm%20faktaark%20-%20metode%20-%20%20udkast-uk.pdf
EE	Estonia Maritime Board	N/A	N/A	N/A
ES	Dirección General de Marina Mercante (Dept of Maritime Affairs)	No ; draft only	5% or 500kgs	N/A; terminals preparing for weighing
FI	Liikenteen turvallisuusvirasto (Finnish Transport Safety Agency TRAFI)	No , draft only: http://www.trafi.fi/en/maritime/regulations	Has not been decided yet	Tank containers: it is allowed to determine the cargo weight on the basis of their density or specific weight of the content (see below). Virtual : shippers should have a certified quality management system in place http://www.trafi.fi/en/about_trafi/news/4001/amended_regulations_regarding_the_weighing_of_containers_will_enter_into_force_on_1_july_2016
FR	Direction des Affaires Maritimes	No , under preparation. It will be done very soon through a ministerial order.	A 5% allowance has been indicated.	Actual : Comply with tolerances for non-automatic weighing devices as described in directive 2014/31/EU Virtual : It does not state any conditions to use method 2.
GR	Cyprus Embassy (Maritime Section)	No	N/A	N/A
HU	National Transport Authority, Shipping Department - Maritime Authority Hungary	No ; Summary Notice to Mariners issued January 2016.	N/A	N/A
IE	Department of Transport - Marine Section	Yes ; The directive is not going to be enacted into legislation for the moment. It will be added into the Merchant Shipping Act as an amendment when it is next up for review.	Not specified, weighing equipment should comply with the accuracy requirements for class III weighing equipment as defined the EC non-automatic measuring instruments directive	Virtual : The shipper should have a documented procedure for compliance with this method and it should be incorporated into their quality management system.
IS	Iceland Transport Authority	No	N/A	N/A
IT	Italian Coast Guard Headquarters	Yes , final draft: http://www.re.camcom.gov.it/allegati/Decreto%20Container_160517124031.pdf	3%	Actual : From 01.07.2016 to 30.06.2017 weighing devices other may have an error up to 2.5 times and with a max of ±500 kg compared to those of the EU's directives, see page 4 of the Italian legislation (see link below) Virtual : AEO, ISO-9001 or ISO-28000 accreditation required before 01.07.2017 and copies of the quality management certificates have to be send to the Italian Coastguard. Containers loaded before 01.07.2016 can be transferred to another vessel in Italy until 01.10.16. http://www.trasporto.europa.it/images/documenti/Circolare_125_2016_Capitanerie_porto_pesatura_continer_Solas.pdf
LT	N/A	N/A	N/A	N/A
LV	Maritime Administration of Latvia	Yes	N/A	N/A
NL	Human Environment and Transport Inspectorate (ILT)	Yes : https://www.evo.nl/site/weegplicht-zeecontainers/\$FILE/Publicatie_regeling_Staatscourant.pdf	5% or 500kgs	No accreditation required for method 2
NO	Norwegian Maritime Authority	Yes , final draft for implementation of Resolution MSC.380(94) containing these SOLAS amendments: https://www.sjofartsdir.no/PageFiles/19026/H%c3%b8ringsbrev%202016-39456.pdf	+/- 1000kg accepted until 30.06.2017	Containers loaded before 01.07.2016 can be transferred to another vessel in Norway until 01.10.16. Afte 30.06.2017 a verified weighing process has to be in place (no information on what the tolerance will be from July 1, 2017)
PL	Maritime Transport and Shipping Safety Department	No ; There were several meetings and some guidance recommendations has been issued.	A 5% allowance has been indicated. However the standard tolerance on weights is 200 kilos on 60.000 kg on a weighbridge (0.33%).	N/A
PT	Instituto de Mobilidade e Transportes (IMT)	No , draft only	5% or 750kgs	Virtual : IMT accreditation required Containers loaded before 01.07.2016 can be transferred to another vessel in Portugal until 01.10.16
RO	Romanian Naval Authority	No , work in progress	N/A	N/A

RU	Russian Maritime Register of Shipping (RS)	No, draft only	N/A	Accreditation is required for both methods (virtual and actual) Actual: standard rate is RUB 1,650p/h. Certification should take <1 workday
SE	Transportstyrelsen/The Swedish Transport Agency	No	N/A	N/A
SK	Ministry of Transport, Construction and Regional Development Maritime Office of the Slovak Republic	N/A	N/A	N/A
SI	Slovenian Maritime Administration - Maritime Inspection Division	No	Proposal is 4%	N/A
TR	Directorate General Of Dangerous Goods and Combined Transport under Ministry Of Transportation, Maritime and Communication of Turkey	Yes, final draft: <a href="http://www.kugm.gov.tr/BLSM_WIYS/TMKDG/tr/Mezuat/yonergele
r/20160602_074750_64574_1_64896.pdf">http://www.kugm.gov.tr/BLSM_WIYS/TMKDG/tr/Mezuat/yonergele r/20160602_074750_64574_1_64896.pdf	±5%	Virtual: can be applicable only for shippers whom are licensed by the relevant government authorities.
UK	Maritime and Coastguard Agency (MCA)	Yes: <a href="https://www.gov.uk/government/uploads/system/uploads/attachme
nt_data/file/436986/MGN534_Complete.pdf">https://www.gov.uk/government/uploads/system/uploads/attachme nt_data/file/436986/MGN534_Complete.pdf	±5% or ±500kg, whichever is the greater value	Virtual: All UK shippers that wish to use method 2 have to be registered with the MCA and have their processes approved. This is an additional requirement, even if AEO / ISO approved. There is a potential issue as +/- no shippers have yet done it and it is expected that the systems will be swamped in the run up. We should be encouraging our UK customers to get themselves registered. Further our customers will need to modify their documentation further to section 6 of the guidance (section 5.4).

For other countries or further information, please visit below-mentioned sources:

<http://www.worldshipping.org/industry-issues/safety/regional-implementation-information/europe-and-africa>

<https://www.fonasba.com/wp-content/uploads/2016/05/CONTAINER-WEIGHING-SURVEY-2016-FINAL-UPDATED-06.05.pdf>