

SAMSA will be approving weighbridges that are used for weighing containers for export. Weighbridges and other weighing falls under method 1.

1. **Method 2:** Traditionally weighbridges had been used for weighing containers. The introduction of SOLAS Method 2 in 2016 was a significant departure from the norm. Method 2 is described below:

***The Shipper (or, by arrangement of the shipper, a third party), may weigh all packages and cargo items, including the mass of pallets, dunnage and other packing and securing material to be packed in the container, and add the tare mass of the container to the sum of the single masses using a certified method.***

2. **Method 1:** is not a big departure from the norm unlike when Method 2 was introduced. Method 1 just adds a requirement for SAMSA to have oversight over weighbridges and authorise them declaration of VGM. The methodology for weighing containers using a weighbridge has been in the Marine Notice since 2016. However, SAMSA was not enforcing and thus had no oversight over containers utilising Method 1.
  - A shipper using own weighbridge will have to get it authorised by SAMSA following guidelines provided in the Marine Notice.
  - A shipper using an offsite weighbridge will need to use only SAMSA authorised weighbridges.
  - Weighbridges are already certified by the National Regulator of Compulsory Specifications (NRCS). SAMSA will concentrate on verifying if weighing equipment is type approved by the NRCS, weighing method for declaring VGM, ensuring calibration and verification certificates are kept up to date, SOP for weighing and discrepancies, training for operators etc.

The weighbridge will be issued with an authorisation valid for 3 years. The weighbridge receipt will indicate the VGM. Weighbridge Operators will have until 1<sup>st</sup> of July to get Authorisation. We have had a few inquiries, shippers expressing interest in having their weighbridges authorised.