

28/05/2016

Dear Members,

Subject: Implementation of the SOLAS-IMO Amendment in Israel.

Attached please find:

- 1) Israel Ministry of Transportation (IMOT) November 18th letter, pertaining to the subject (free translation).
- 2) IMO circular MSC.1/Circ. 1475 issued on June 4th 2014.
- 3) IMO circular MSC.1/Circ.1548 issued on May 23rd 2016.
- 4) **Israel Guidelines – Final version.**

We are glad to advise that all stakeholders pertaining to the export process have unanimously agreed on the guidelines mentioned under number (4) above.

In compiling the guidelines, we took note of the following principles:

- A) The guidelines are designed to strictly ensure that the verified weight of a packed container be used in the vessel stow plan to ensure the safety of the ship and all those who can be affected by this plan. The VGM is a precondition for loading the container onto a ship regardless where she is registered. Needless to mention that if the VGM reveals a container that exceeds the maximum permissible weight, the container will be immediately rejected.
- B) The Israeli guidelines took note of the IMOT guidelines as well as IMO guidelines, according to which it is expressly allowed that the VGM be obtained by other arrangements than by the shipper, as agreed by the terminal and the carrier. Specifically, the VGM will be obtained by the ports, railways and inland terminals.
- C) Basically, the Israeli guidelines do not impose any delays or changes to the current flow of cargo and its documentation.
- D) IMO circular mentioned under number (3) above, provides flexibility to refine procedures for a period of three months. a small leeway for transshipment is also provided. However, the basic enforcement of SOLAS remains unchanged !!
- E) We shall conduct a pilot before July 1st to expose problems, unclear guidelines and misunderstandings.
- F) The Israeli Federation of International Freight Forwarders and customs Clearing Agents, as well as the Chamber of Commerce and Industry in Haifa and the North, will conduct in Tel-Aviv and Haifa respectively, two short seminars, where the guidelines will be described to all concerned.
- G) The guidelines will enter the World Shipping Council (WSC) website. We assume they will enter also other international websites. In any case, you are free to forward them as you wish. We also plan to publish them in the relevant professional media.

We would like to express our thanks and appreciation to the management of the WSC for their valuable assistance in drafting the guidelines.

Last but not least, we are thankful to the Israeli Administration for Shipping and Ports for their constructive and friendly attitude all along the SOLAS project.

Sincerely yours,
Dr. Yoram Sebba - President