



Friday June 10, 2016

To our valued customers,

The SOLAS/International Maritime Organization's Verified Gross Mass (VGM) is set to become effective July 1, 2016. New Orleans Terminal is working with the steamship lines to enable the receipt of the electronic VGM as quickly and efficiently to prevent as little disruption to the supply chain network. As safety is on top of our list of action items, New Orleans Terminal fully supports the SOLAS convention and its purpose of protecting sea mariners.

Effective July 1, 2016, the containers will be accepted in with the truckers weight from the Tideworks Forecast appointment system then using current practice of receiving in export loads (via truck, rail or barge) consistent with OSHA 29 CFR 1918.85(b) and 1917.71(b), they will be planned accordingly in the container yard. New Orleans Terminal does not accept any liability in these weights being offered to the respective shipping line.

If at any time the VGM received changes the weight class which the container(s) have been set for in the yard, all rehandles / drayage's etc will be for the account of the respective shipping line.

If by the time of the general cargo cut, the VGM has not been electronically received from the respective SSL, those containers will be rolled to the next vessel with the respective charges being applied.

The Tideworks Spinnaker system will only plan those containers which have received the VGM EDI from the respective SSL.

We look forward to working closely with your IT department to establish the necessary EDI link in complying with the VGM regulation requirements. For any questions in regards to the IT portion on the VGM please contact Geoffrey Perry @ Geoffrey.Perry@Tideworks.com.

Please let us know if you would have any further questions.

Sincerely,

New Orleans Terminal



Thursday June 23, 2016

New Orleans Terminal, LLC FAQ's on New SOLAS VGM Requirements¹

1. Will New Orleans Terminal allow a container on terminal without a pre-filed VGM?
 - YES; however, a container will not be allowed onto a vessel unless the shipper has first provided a VGM to New Orleans Terminal and to the master of the vessel or his representative.

2. If yes, what is the cutoff to receive the VGM and still allow the container to be loaded to the booked vessel?
 - General Cargo cut off will also be the VGM cargo cut off. If a VGM for the container is not received by New Orleans Terminal and the master of the vessel or his representative, then the container will not be loaded onto the vessel.

3. Are you offering container weighing services to the customer?
 - Yes, subject to terms and conditions that must be agreed to in writing by the customer prior to the container weighing services taking place.

 - i) If so how will the customer verification process work?
 - All appointments are required to have the Gross Weight entered by the draymen. This weight will be updated via Scales on the Lift Machines. If the scale weight is +/- 1,000 lbs of the trucker's appointment weight, then an updated weight EDI will be sent to the respective SSL. Any updated weight will be assigned as the VGM in Tideworks. Any weighing services provided by New Orleans Terminal will be subject to and performed in accordance with the above-referenced terms and conditions.

¹ These FAQ's are being provided to address frequent customer questions regarding the New SOLAS Verified Gross Mass ("VGM") Requirements. The responses in this document are purely informational and are not intended to serve as legal advice. Customers are recommended to consult their own legal counsel regarding the SOLAS VGM Requirements and compliance with those requirements. The container weighing services provided by New Orleans Terminal are for the convenience of New Orleans Terminal's customers in accordance with IMO Guidelines Regarding the Verified Gross Mass of a Container Carrying Cargo, MSC 1/Circ. 1475, 9 June 2014, Paragraphs 8, 11 and 13.1, and OSHA requirements under 29 CFR 1918.85. The weight obtained by New Orleans Terminal's equipment may be subject to variance, and New Orleans Terminal makes no express or implied representation or warranty as to the accuracy of any weight provided. New Orleans Terminal acts as the agent for the carrier, and not for New Orleans Terminal's own account, in providing weight information.

- ii) Once a VGM is received can it be overridden?
 - Yes, the last scaled weight or SSL VGM EDI will be used and will over write the VGM before.

- 4. Will your terminal load a container without a VGM on file?
 - No, Tideworks Spinnaker will not allow any container to be planned without having the VGM field completed.

- 5. When a container with a VGM arrives at your terminal, if the scale weight varies from the weight on the VGM on file, what will your terminal do in that instance?
 - Scale weight would override the VGM.
 - The shipping line can then resend the VGM or use the scale weight.

- 6. Will the Shippers / BCO's have access to the updated weights?
 - They will have to register with Tideworks Forecast and look up the weights on file.

- 7. What will happen with the containers coming off the rail or barge?
 - The process will be the same as the gate for those containers being terminated at New Orleans Terminal.
 - For those containers being terminated at Ports of America, the weight from the Robo Fax or the inbound barge carrier will be provided.

- 8. Are there any costs associated with the VGM?
 - As per the regulation there must be a VGM against each container before it loads the vessel. If no VGM is received (from the line, and the weight is within 1,000 lbs) the container(s) will have to be rolled to the next vessel. Any costs due to delay in loading and/or due to failure to comply with regulations will be the sole responsibility of the shipper.

- 9. As a line, will we be able to run a report to see what exports have VGM and which are missing?
 - Yes, this will be available in the Forecast system. Reports / Export / Vessel Booking report. In the far left there is an extra column for VGM (Yes / No)

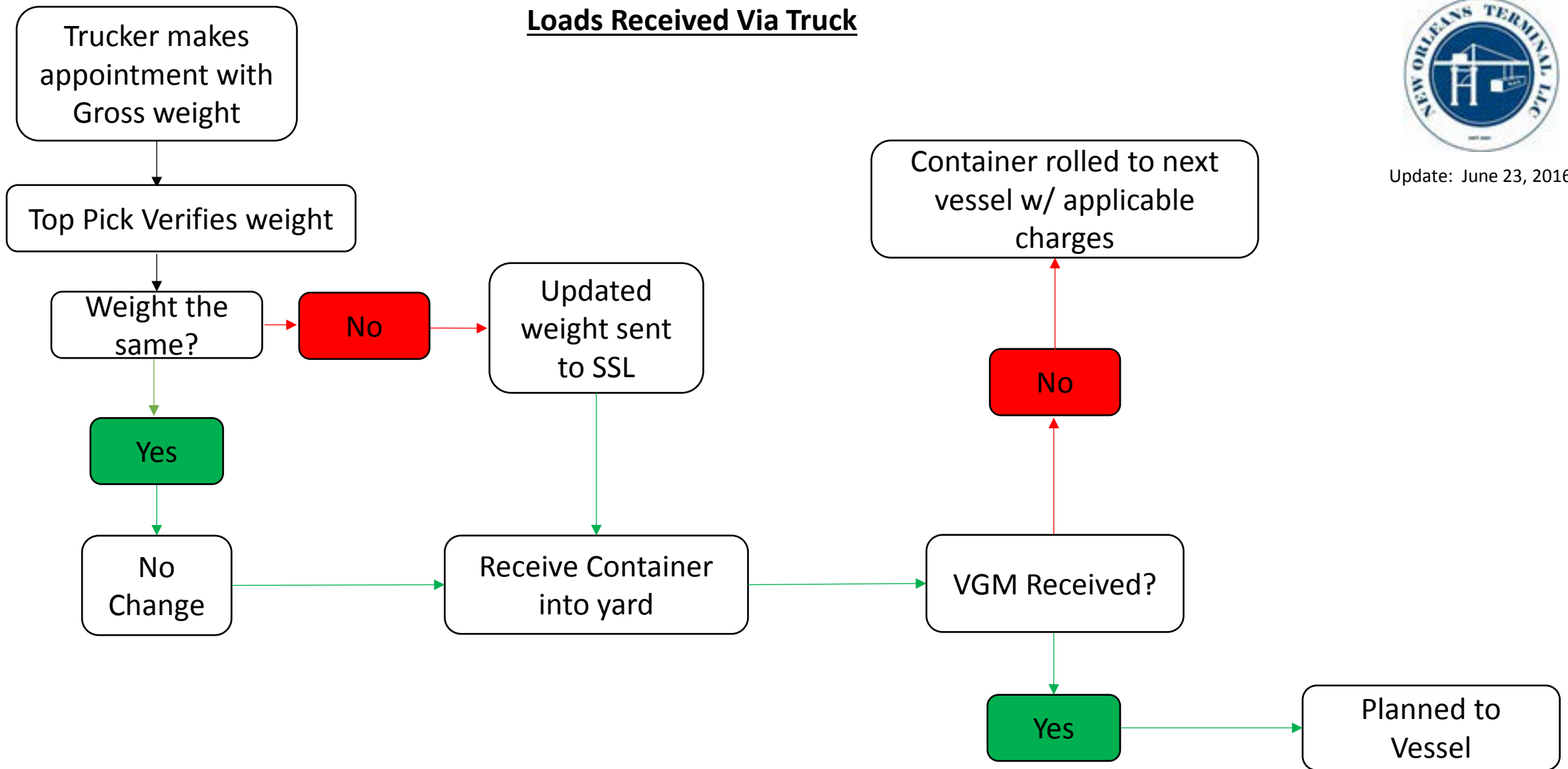
- 10. Who should we contact to speak to about receiving the secondary weight updates via 322 EDI?
 - Tideworks handles this.
 - Contacts are as follow:
 - Randy Rettig Randy.Rettig@tideworks.com
 - Geoffrey Perry Geoffrey.Perry@Tideworks.com
 - Ocse Lewis osce.lewis@tideworks.com
 - Wolfgang Stoeckl wolfgang.stoeckl@tideworks.com

- 11. Who should we contact for VGM EDI messages?
 - Tideworks – contacts above.

Loads Received Via Truck



Update: June 23, 2016



Loads Received Via Rail or Barge



Update: June 23, 2016

