Shipper determines Gross Cargo Weight (GCW) as defined by Intermodal Safe Container Transportation Act (ISCTA)*

Shipper provides certified GCW to OC (or via Motor Carrier) as part of the OC rail billing process.

Ocean Carrier (OC) processes GCW certification into OC system.

OC arranges for container tare to be added and EDIs VGM to MTO.

Marine Terminal (MTO) processes VGM into system.

MTO uses VGM to plan vessel stow.

MTO EDIs VGM to VO In Bay Plan.

Vessel Operator (VO) reviews & approves stow.

VO retains VGM for transit.

- Shipper will provide certified GCW for all rail cargo, not just for GCW above 29,000 lbs.
- Shipper’s submission is certification of GCW accuracy as is defined in ISCTA.
- Alternatively, shipper may submit VGM via each OC’s defined process.

* Note: As defined by ICSTA, “gross cargo weight” means the weight of the cargo, packaging materials (including ice), pallets, and dunnage.

- Depending on individual arrangements between OC and MTO, container tare may be added by either party or their systems, before or after data transmission.

- For facilities where On Dock Rail has proximate certified scale, Terminal Weighing Approach will be used to generate VGM.