

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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16707/IMO
Rev. 1-2016

APR 28 2016

The Honorable Kitack Lim
Secretary General
International Maritime Organization
4 Albert Embankment
London SE1 7SR
United Kingdom

Dear Secretary General:

Regulation I/5 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, provides that an Administration may accept other provisions as equivalent if they are found to be as effective as those required by the present regulations.

In accordance with regulation I/5(b), the United States is formally reporting an equivalency for the amendments to SOLAS Regulation VI/2 that enter into force on July 1, 2016 related to container weight verification. The description of the equivalency is enclosed.

I request you transmit the United States equivalency to the appropriate Contracting Governments at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "J. G. Lantz".

J. G. Lantz
Director
Commercial Regulations and Standards
U.S. Coast Guard, COMDT (CG-5PS)

Enclosure: U.S. Equivalency to SOLAS Regulation VI/2

U.S. Equivalency to SOLAS Regulation VI/2

Pursuant to Regulation I/5 of SOLAS, the United States has determined that the regulatory regime in the United States for providing verified weights of containers to ship Masters is equivalent to the requirements provided for by SOLAS Regulation VI/2.

SOLAS regulation VI/2.5 requires the verified weight of containers to be provided and signed for by the shipper. In the United States, national regulations provide for other entities within the container export chain, in combination with the shipper, to provide and sign for the verified container weight. This provides the needed flexibility for all entities in this dynamic business to work together to efficiently ensure ship's Masters are provided accurate verified container weights, as required by SOLAS VI/2, to enable them to make certain the ship is loaded safely and will operate in accordance with structural and stability limits as required by SOLAS Chapter II-1 and Chapter IX.

The United States Coast Guard, as a Flag State and Port State authority, will continue to ensure that Masters of ships loading containers in the United States are provided accurate container weights as required by SOLAS VI/2.

ENCLOSURE()