

IEA Supply Chain Ireland - 2015 Review-2016 Plans

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Vol. XVII Issue 1 Feb / Mar 2016



Through its Supply Chain Ireland (SCI) activity, the Irish Exporters Association (IEA) sets out to inform exporters about the supply chain that takes their manufactured products from factory through to final customer, and to assist them in optimising those supply chains. In putting together a programme of activities, the association is building on work done within a number of EU backed

supply chain projects and its own Trade Facilitation Activities including the IEA Rail Freight Group and its Life Sciences division.

In 2015 the group ran a series of three open events. These took place in Dublin, Shannon and Claremorris and drew a combined attendance of almost 300. Many of the issues raised and discussed by attendees at these events are now being addressed and taken into account in the planned 2016 programme.

The 2016 programme will also have a strong regional focus with open events planned for 13 April in Waterford, 15 June in Cork and 12 October in Galway. A number of more sector specific and issue specific events will be held at various locations throughout the year. Under the Life Sciences programme the IEA will run a number of training courses including Good Distribution Practice (GDP) Champion and Customs Awareness, while the broadly based IEA Rail Freight Group will continue to meet and work on good multimodal freight transport practice.

Container weight verification

From 1 July 2016, no ISO freight container can be loaded aboard any Lift-on Lift-off (Lo-Lo) vessel anywhere in the world without the captain of the vessel having been provided with an

Electronic document giving the verified gross weight of that container. The verification must be done by an operator approved by the Marine Survey Office of the national Department of Transport. These regulations are being implemented by the International Maritime Organisation under its Safety of Life at Sea (SOLAS) protocols. The only exception to the requirement will be where such a container is shipped on a trailer aboard at Ro-Ro Ferry and is not subsequently on-forwarded using a Lo-Lo service.



Responsibility for the issue of the verified weight document lies with the party that loads the container and is named on the shipping documents as the shipper of the load. Even if a container is empty, the gross weight still must be verified and if the cargo in the

container is a consolidation of cargo from a number of sources, then the Consolidator – becomes the responsible party for the verified document.

Over the coming couple of months the Department of Transport, Tourism & Sport (DTTAS) and other Transport Departments elsewhere will issue their precise requirements for verification of weight and develop a listing of approved weighbridges. It is already clear that the container shipping terminals in Dublin Port will not be in a position to offer such facilities but will have to refuse entry to any transport operator with a container that has not been preceded by a verified weight document.

The IEA SCI will continue to work with all parties to ensure that the smooth flow of exports through Irish ports is maintained operating within the new constraints.