



ASSOCIATION OF MALAYSIAN HAULIERS  
ROS NO 1383

## OFFICIAL CIRCULAR NOTICE

Your Ref. :  
Our Ref. : CIR/NOTICE/AMH/AZU250310  
Date : 10<sup>th</sup> March 2025  
To : AMH Members, Port Stakeholders, Shippers & Consignees,

### **COMPLIANCE WITH LPK OVERWEIGHT POLICY & HAULIER WEIGHT LIMITS**

Dear Members, Shippers, Consignees & Port Stakeholders,

This notice is issued in response to the **Ministry of Transport (MOT) instructions to LPK during the NLTF Meeting 2024** regarding the strict enforcement of the *LPK Overweight Policy*. The Association of Malaysian Hauliers (AMH) strongly reminds all parties of the need to adhere to hauliers' equipment weight limitations to ensure compliance with safety regulations and operational efficiency.

## 1. Operational Limits

Due to the majority of haulier equipment having a **maximum capacity of 38,000 kg**, AMH has set a **VGM weight limit of 25,000 kg**. This weight restriction ensures compliance with the LPK Overweight Policy and is essential for maintaining safety and operational efficiency. The weight limits apply to the following:

### A. VGM Maximum Limit

- *Trailer (20ft & 40ft) VGM Limit: 25,000 kg*
- *Side Loader VGM Limit: 22,000 kg* (Due to LPK Over Weight enforcement and heavier SL trailer weight)

## 2. Overweight Responsibility

- The shipper/consignee is fully responsible for ensuring that they load according to the AMH VGM guidelines (below 25,000 kg).
- The shipper/consignee must declare the VGM to the haulier upon ROT submission and comply with AMH VGM guidelines.
- Failure to comply will result in the shipper/consignee being fully liable for any legal claims, damages, charges, or penalties imposed on their container, whether directly or indirectly.

Additionally, **hauliers hold no liability for any port-related penalties**, including but not limited to **storage charges, demurrage, detention, and SSR fees**, that may arise due to this implementation. Any costs incurred due to overweight violations, including **recouping losses if a prime mover is blacklisted from entering terminals**, shall be fully borne by the customer.

No 88-B2 , Lebuhr Beringin 42000 Pelabuhan Klang,  
Selangor Darul Ehsan



+603 3162 5656



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Furthermore, if legal penalties or other punitive actions arise as a consequence of overweight shipments, all associated costs and liabilities will be the full responsibility of the shipper/consignee. This includes financial losses, potential legal actions, and any other repercussions caused by non-compliance with the stated weight restrictions.

### 3. Operational Guidelines for Compliance

- **Hauliers must strictly enforce the weight limits** outlined above and ensure customers declare container weight before entering ports to prevent disruptions.
- **Overweight laden back-to-back operations must be discontinued** unless they fall within the permissible weight limits.
- Any deviations from these limits will be the sole responsibility of the shippers/consignees.

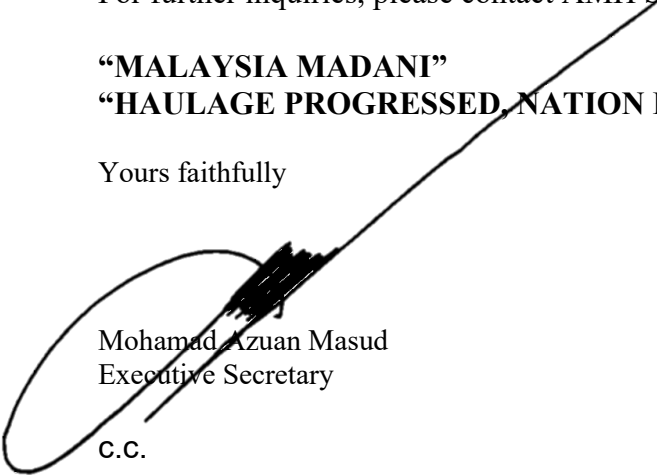
By implementing these weight restrictions, AMH aims to ensure compliance with the LPK Overweight Policy while safeguarding hauliers from unnecessary risks. We appreciate your cooperation in adhering to these regulations.

For further inquiries, please contact AMH Secretariat.

**“MALAYSIA MADANI”**

**“HAULAGE PROGRESSED, NATION DEVELOPED”**

Yours faithfully



Mohamad Azuan Masud  
Executive Secretary

C.C.

**Y.B. ANTHONY LOKE SIEW FOOK**  
Transport Minister of Malaysia

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