**VERIFIED GROSS MASS DECLARATION**

|  |  |
| --- | --- |
| **Container Number / Seal**  |  |
| Vessel / Voyage |  |
| **Or LCL Booking Number** |  |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Weight Calculation \* | Method 1  |  |  | Method 2  |  |  |
|  |  |  |
| Verified Gross Weight \* |  | Kg |
| Container Tare Weight |  | Kg |
| Cargo Gross Weight |  | Kg |
| Date of Verification \* |  |
|  | PO |  |
| Name of Declarant \* |  |
| Company \* |  |
| Phone \* |  |
| Email \* |  |
|  |  |  |
| **Weight Certificate Details** |  |
| Name of Issuer |  |
| Street |  |
| City |  |
| Country | Australia |

SOLAS regulations prescribe only two methods by which the shipper may obtain the verified gross mass of a packed container.

***Method No. 1****:*

Upon the conclusion of packing and sealing a container and using calibrated and certified equipment, the shipper may weigh, or have arranged that a third party weigh, the packed container. The scale, weighbridge, lifting equipment or other devices used to verify the gross mass of the container must meet the applicable accuracy standards and requirements of the State in which the equipment is being used.

***Method No. 2***:

The shipper (or, by arrangement of the shipper, a third party) may weigh all packages and cargo items, including the mass of pallets, dunnage and other packing and securing material to be packed in the container and the weight of all additional loading equipment (e.g. dunnage, lashing, Steel wire, turnbuckles, shackles, metal frames etc.) and add the tare mass of the container to the sum of the single masses of the container’s contents.

* The weighing equipment used to weigh the contents of the container must meet the applicable accuracy standards and requirements of the State in which the equipment is being used.
* The tare mass of the particular container is visible on the exterior of the container and should be used.
* Estimating the weight of a container’s contents is not permitted.
* The party packing the container cannot use the weight somebody else has provided, except in one specific set of defined circumstances where the cargo has been previously weighed and that weight is clearly and permanently marked on the surface of the goods.
* It is against the rules to calculate the weight of scrap metal, unbagged grain or anything else shipped in bulk.

I / we ……………………………………………………………………declare that the above information is true and correct, further I/we agree to indemnify D & D Worldwide Logistics for any liability in relation to this declaration and the accuracy of the data contained within for Bill of Lading, PRA Cartage Vehicle, Vessel Load Plan and all requirements related to Marine Order 42.

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*Name of Shipper / approved representative Signature of Shipper / approved representative* *Date of declaration*