

# Advisory Circular

## Purpose

Maritime New Zealand (MNZ) Advisory Circulars are designed to provide assistance with and explanations about the standards and requirements set out in the Maritime Rules. However, Advisory Circulars should not be treated as a substitute for the Rules themselves, which are the law.

This Advisory Circular outlines a method of compliance with respect to obtaining a verified gross mass proposed in Rule 24B.4(4)(b) and the maximum scale intervals in respect of proposed Rule 24B.4(4)(a). This does not preclude the Director from finding additional or alternative methods or scale intervals acceptable, in which case this Advisory Circular will be amended to reflect the additional or alternative methods or scale intervals.

## Means of obtaining a verified weight using Method Two

The following methods will be considered to comply with the requirements of Rule 24B.4(4)(b):

### ***Step One – Determining the weight of the cargo items***

Either:

Add together the weight of individual sealed packages using a weight that is clearly and permanently marked on the surface; or

Calculate the weight of each cargo item using a system based on predetermined quantities, (such as an Enterprise Resource Planning system), the weights for which are obtained using trade approved equipment, verified and marked with a current 'certificate of accuracy' in accordance with the existing weights and measures legislation.

### ***Step Two – Determining the weight of the packaging***

The weight of the packaging may be determined based on the weight printed on the packaging.

Where it is not, the packaging can be weighed on trade approved equipment by a shipper or a third party. This can include using a system based on known predetermined quantities (such as an Enterprise Resource Planning system).

### ***Step Three – Determining the weight of pallets, securing materials and dunnage***

The weights of pallets, dunnage and securing materials may be determined using the weights provided by the manufacturer.

Where the weights are not provided, the pallets, dunnage and securing materials can be weighed on trade approved equipment by the shipper or a third party. This can include using a system based on predetermined quantities (such as an Enterprise Resource Planning system).

#### ***Step Four – Determining the tare weight of the container***

The shipper is to use the tare weight of the container marked on the exterior.

#### ***Step Five – Providing the gross weight of the packed container***

The combined weight of the cargo, packaging, pallets, securing material and dunnage is to be added to the tare weight of the container to arrive at a verified gross mass.

#### ***Ensuring the ongoing accuracy of the system***

Where Method Two is used to calculate the verified gross mass, this will be subject to regular audits by internal or external parties as part of a documented Quality Management System. Audits will be conducted to the following standards:

- The ISO 9001 standard;<sup>1</sup> or
- A documented quality management system of an equivalent standard.

### **Accepted scale intervals for weighing instruments used for Method One**

For the purpose of Rule 24B.4(4)(a), the maximum scale interval of a class III or class IIII weighing instrument will be a scale interval not greater than 50 kg.

It is not envisaged that class I or class II weighing instruments will be relevant to Rule 24B.4(4)(a).

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<sup>1</sup> ISO 9001 Quality Management System.