

Every consignment has its weight calculated in two ways - by cubic volume and dead weight.

Why we cube consignments

If you compare the volume of a tonne of feathers to a tonne of lead, it is obvious that the feathers take up much more space.

When you load up a truck with high volume freight, like feathers or foam, it is not possible to utilise the dead weight carrying capacity that we base our pricing structure.

Consequently, the only economical way that the feathers in the above analogy can be carried is to cube the freight using the industry standard to obtain a dead weight kilogram equivalent to the cubic dimensions of the freight.



For Example: ~

A box of feathers will be charged on a kilogram basis equivalent to its cubic dimensions where: HEIGHT = 85cm LENGTH = 150cm WIDTH = 45cm

The charge for this freight will be based on the above measurements converted at the industry standard rate of 250 kilograms per cubic metre.

Equivalent = $0.85 \times 1.50 \times 0.45 \times 250\text{kg} = 144$ kilogram.

Equivalent = $\frac{85\text{cm} \times 150\text{cm} \times 45\text{cm}}{4000} = 144$ kilogram.

4000

These feathers will therefore be charged at 144 kilograms as against its actual dead weight of 45 kilograms

This is not something unique to our company but is standard practice throughout the Transport Industry. Cubic freight can be in a form other than the feathers example. Air conditioning ducting, for example, which is hollow freight, would also fall under the cubic requirement.

In effect, it is the share of payload capacity that is being paid for by the users of the transport services. Unless freight of a cubic nature is charged accordingly, it is the clients who send smaller volume but higher dead weight freight that are subsidising customers with cubic freight