

# Gafta No. 123

Copyright

## THE GRAIN AND FEED TRADE ASSOCIATION

### WEIGHING RULES

For all contracts incorporating the terms and conditions of the Grain & Feed Trade Association (GAFTA), unless mutually agreed otherwise, weighing shall be in accordance with the following rules: -

#### GENERAL

- 1:1 *Weighing to be done by the dock authorities or public sworn weighers or by weighers appointed or recognised by the local public or dock authorities, or approved by the superintendents, according to the custom of the port or location designated in the contract.*
- 1:2 *All parties to the contract or their representatives or their GAFTA approved superintendent to be given full access to the loading or discharge and weighing equipment and/or the conveying elements, and to carry out or oversee all checks made of the weighing equipment. All goods being loaded or discharged are to pass through the weighing equipment in a secure route. All weighing to be concurrent with discharge or loading or other handling operations.*
- 1:3 *The operator's manual for the weighing equipment being used to be available and accessible to all concerned parties as and when required.*
- 1:4 *The latest Manufacturer's and/or National Authorities check certificate and/or log on the weighing equipment being used to be made available on request for inspection by any concerned party at the loading and/or discharge installation.*
- 1:5 *Where National Authorities or other party as applicable in the country of use operate an approval system, then the Weighing equipment in use should be of an approved status.*
- 1:6 *All weighing equipment and/or conveying elements being used should, prior to commencement, be clean and empty.*
- 1:7 *All weighing to be performed within the port limits or other delivery location as agreed in the contract.*
- 1:8 *Where there is a National Authority tolerance level, that level is to apply as an acceptable tolerance.*
- 1:9 *All sweepings and/or spillage to be uplifted and weighed, or an allowance mutually agreed between the parties or their GAFTA approved superintendents.*
- 1:10 *If requested, all printouts or tickets of any weighing shall be at the disposal of any concerned party to the contract or their GAFTA approved superintendent.*
- 1:11 *Should any checks not be able to be made, or denied, or the checks show that the weighing equipment is operating outside of the acceptable tolerances, or found to be at fault, at the time of weighing or subsequently, then the parties to the contract are to mutually agree upon the loaded/discharged weight. If a mutual agreement cannot be reached, then such a dispute may be referred to arbitration in accordance with GAFTA Arbitration Rules No.125.*

#### 2. DISCONTINUOUS WEIGHERS (MECHANICAL OR AUTOMATIC HOPPER SCALES)

- 2:1 *Prior to the commencement of loading and/or discharge, the weighing equipment should be balanced and/or zeroed when empty, either party has the right to secure the weighing equipment if such facility exists, and checked during the operation of weighing, as required by either party or their GAFTA approved superintendent.*
- 2:2 *Static checks, where appropriate, to be performed as required by any concerned party to the contract or their GAFTA approved superintendent so long as the number of tests requested are reasonable and do not unduly delay the handling operations.*
- 2:4 *During use of the weighing equipment, if fitted with checking means such as a deviation to a second scale or other method, checks are to be carried out with the actual commodity, as required by any concerned party to the contract or their GAFTA approved superintendent, so long as the number of tests requested are reasonable and in turn do not unduly delay the installation's operations.*

#### 3. DAMAGED GOODS

- 3:1 *In case of damage the discharged weight shall be determined on the basis of an analysis made of the samples of the damaged and undamaged part of the goods. Additional weight due to damage not to be paid for, unless the rye terms*

*applies.*

**4. WEIGHBRIDGE - ROAD VEHICLES**

- 4:1 *Prior to the commencement of loading and/or discharge, the weighing equipment should be balanced and/or zeroed when empty, and checked during the operation of weighing, as required by either party or their GAFTA approved superintendent.*
- 4:2 *Static checks, where appropriate, to be performed as required by any concerned party to the contract or their GAFTA approved superintendent so long as the number of tests requested are reasonable and do not unduly delay the handling operations.*
- 4:3 *All road vehicles over a weighbridge should be weighed gross and tare. Double axle and Tri-axle weighing will not be accepted. For all loading or discharging procedures the vehicles should be weighed gross first, followed by tare, or tare first, followed by gross, as appropriate.*
- 4:4 *Any road vehicles having undergone only one weighing operation at the close of the working period, these vehicles must be re-weighed at the commencement of the next working period.*
- 4:5 *Any external circumstances that may cause variance to the weighing must remain consistent for both the gross and tare weighing operations.*

**5. WEIGHBRIDGE - RAIL WAGONS**

- 5:1 *Prior to the commencement of loading and/or discharge, the weighing equipment should be balanced and/or zeroed when empty, and checked during the operation of weighing, as required by either party or their GAFTA approved superintendent.*
- 5:2 *Static checks, where appropriate, to be performed as required by any concerned party to the contract or their GAFTA approved superintendent so long as the number of tests requested are reasonable and do not unduly delay the handling operations.*
- 5:3 *All rail wagons over a weighbridge must be static, uncoupled or coupled, and be weighed gross and tare. Double axle weighing will not be accepted. For all loading or discharging procedures the vehicles should be weighed gross first, followed by tare, or tare first, followed by gross, as appropriate. In motion weighing is not acceptable, unless otherwise mutually agreed by both parties to the contract in advance of the weighing operation.*
- 5:4 *If owing to restrictions at the place of handling and weighing it is not possible to establish an actual tare weight then the marked tare on each rail wagon may be taken, subject to them being properly legible.*
- 5:5 *Any rail wagons having undergone only one weighing operation at the close of the working period, these wagons must be re-weighed at the commencement of the next working period.*
- 5:6 *Any external circumstances that may cause variance to the weighing must remain consistent for both the gross and tare weighing operations.*

**6. LIQUIDS**

- 6:1 *Liquids to be weighed in accordance with the above Rules, otherwise in accordance with the custom of the trade/port.*

**7. BAGS**

- 7:1 *Bags to be weighed in accordance with the above Rules, otherwise in accordance with the custom of the port on weighbridges and/or platform scales.*

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**GAFTA**  
**(THE GRAIN AND FEED TRADE ASSOCIATION)**  
**GAFTA HOUSE, 6 CHAPEL PLACE, RIVINGTON ST, LONDON EC2A 3SH**