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Weighing Rules No. 123

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GAFTA
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WEIGHING RULES NO. 123

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: -

1. 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, appointed according to the custom of the port or location designated in the contract, or approved by the superintendents.
- 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 AUTOMATIC TOTALISING 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.

- 2:3 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.
- 2:4 Weighing scales must be certified to accuracy class 0.2 or Class III/IIIL. Weighing scales that are certified to the lower 0.5 accuracy classification may only be used if both parties to the contract explicitly accept this method of establishing the loaded and/or discharged weight in writing.

3. CONTINUOUS AUTOMATIC TOTALISING WEIGHING INSTRUMENTS (BELT WEIGHERS)

Belt weighing is not considered a wholly accurate method of weighing. In the absence of a suitable discontinuous weighing system (mechanical or automatic hopper scales), the loaded and/or discharged weight may be established using a belt weighing system, provided the following conditions are met: -

- 3:1 Both parties to the contract explicitly accept this method of establishing the loaded and/or discharged weight in writing.
- 3:2 Prior to the commencement of loading and/or discharge, the weighing equipment can be test calibrated for accuracy to be witnessed by the GAFTA approved superintendent.
- 3:3 The loading and/or discharge of cargo is by uninterrupted continuous flow.
- 3:4 That any effects of variation in the continuous flow can be accurately recorded.
- 3:5 The method of weighing shall be stated on the weighing certificate.
- In the event that any or all of the above conditions are not met then the weight established shall be deemed to be for 'information purposes only.

4. CRANE SCALES

Cranes with an integrated scale that are classified as a discontinuous automatic totalising weighing system and are certified to accuracy class 0.2 or Class III/IIIL, are an accepted means of accurately determining loaded and/or discharged weights. Crane scales certified to accuracy class 0.5 may only be used provided that both parties to the contract explicitly accept this method. The method of establishing the weight shall be stated on the weighing certificate.

5. DRAFT SURVEYS

Draft surveys are not wholly accurate methods of establishing weights. Ascertainment of weight by such a displacement method is not acceptable for contractual purposes, unless both parties to the contract explicitly accept this method in writing. The method of establishing the weight shall be stated on the weighing certificate.

6. DAMAGED GOODS

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 rye terms applies.

7. WEIGHBRIDGE - ROAD VEHICLES

- 7:1 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.
- 7:2 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.
- 7:3 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.

- 7:4 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.
- 7:5 Any external circumstances that may cause variance to the weighing must remain consistent for both the gross and tare weighing operations.

8. WEIGHBRIDGE - RAIL WAGONS

- 8:1 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.
- 8:2 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.
- 8:3 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.
- 8:4 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.
- 8:5 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.
- 8:6 Any external circumstances that may cause variance to the weighing must remain consistent for both the gross and tare weighing operations.

9. LIQUIDS

Liquids to be weighed in accordance with the above Rules, otherwise in accordance with the custom of the trade/port.

10. BAGS

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.