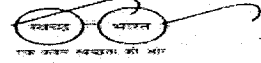


दक्षिण पूर्व मध्य रेलवे / SOUTH EAST CENTRAL RAILWAY



कार्यालय / Office of the
प्रधान मुख्य वाणिज्य प्रबंधक / Principal Chief Commercial Manager,
बिलासपुर - (छ.ग.) Bilaspur (C.G)

दर परिपत्र सं 23(माल)/2019

Rates Circular No. 123 (G)/2019

सं No. C/SECR/BSP/WB/Policy / 4030

दिनांक / Date 30.07.2019

All Station Managers & Superintendents, Goods Supervisors, Goods Clerks & Siding Clerks,
Weigh Bridge Clerks. All CCIs, CIs of SECR.

Copy for information and necessary action to:

DRM: SECR/BSP, NGP, RAIPUR.

Sr. DCMs, Sr.DOMs: SECR/NGP, BSP, RAIPUR. Commercial Control: SECR/BSP:

ARMs: SECR/BIA, KRBA, SDL, BRJN. Principal Director of Audit/SEC Railway/Bilaspur.

FA&CAO, COM, CFTM, CME, CE, CEE, SDGM and CPRO: SECR/BSP.

FA&CAO/(T), Dy. FA&CAO(T), Sr. AFA(TA): SECR/BSP

- विषय / Sub: 1. Weighment of wagon/rake, Exemption from weighment ,
Designed Tare Weight of wagons, Procedure to deal with
overloaded wagon(s) and levy of Detention Charge etc.
2. Designed Tare Weight of BRN wagons.

Enclosed please find herewith Railway Board's letters No. TC-I/2019/109/3
dt.25.07.2019 (Rates Master Circular/Weighment/2019/0) & TC-I/2019/109/3
dt. 26.07.2019 (Corrigendum to Rates Master Circular/Weighment/2019/0) for your
information and necessary action.

कृपया सभी संबंधित कर्मचारी नोट करें एवं तदनुसार कार्यवाही करें।

Encl:As Above

(एस. एम. गोन्डाने)

उप मुख्य वाणिज्य प्रबंधक / पण्य
कृते प्रधान मुख्य वाणिज्य प्रबंधक

Government of India (भारत सरकार)

Ministry of Railways (रेल मंत्रालय)

(Railway Board)(रेलवे बोर्ड)

No.TC-I/2019/109/3

New Delhi, dt. 25.07.2019

General Manager

All Zonal Railways

Sub: Weighment of wagons/rake, Exemption from weighment, Designed Tare Weight of wagons, Procedure to deal with overloaded wagon(s) and levy of Detention Charge etc.

Ref: Board's circulars/letters listed below

- | | |
|---|--|
| 1 Rates Master Circular/Weighment/2014/0 | 23 No.TC-I/2011/108/11 dt.19.08.2016 |
| 2 Corrigendum dt.26.12.2014 | 24 No.TC-I/2012/108/20 dt.05.12.2016 |
| 3 Corrigendum No.2 dt.10.01.2018 | 25 No.TC-I/2014/108/4 dt.21.03.2017 |
| 4 Corrigendum No.3 dt.21.03.2018 | 26 No.TC-I/2014/108/4 dt.09.06.2017 |
| 5 Corrigendum No.4 dt.18.05.2018 | 27 No.TC-I/2014/108/4 dt.28.08.2017 |
| 6 Corrigendum No.5 dt.01.03.2019 | 28 No.TC-I/2014/108/4 dt.07.03.2018 |
| 7 Corrigendum No.6 dt.09.05.2019 | 29 No.TC-I/2010/108/4 Pt. dt.09.05.2018 |
| 8 Addendum dt.17.07.2015 | 30 No.TC-I/2017/109/3 dt.13.06.2018 |
| 9 Addendum No.2 dt.29.09.2015 | 31 No.TC-I/2014/108/4 dt.06.07.2018 |
| 10 Addendum No.3 dt.24.11.2017 | 32 No.TC-I/2010/108/4Pt. dt.10.07.2018 |
| 11 Addendum No.4 dt.23.05.2018 | 33 No.TC-I/2014/108/4 dt.07.08.2018 |
| 12 Addendum No.5 dt.05.06.2018 | 34 No.TC-I/2016/MISC/2 dt.24.08.2018 |
| 13 Rates Circular No.25 of 2016 | 35 No.TC-I/2010/108/4Pt.07.09.2018 |
| 14 Rates Circular No.1 of 2017 | 36 No.TC-I/2018/109/8 dt.18.09.2018 |
| 15 Rates Circular No.20 of 2018 | 37 No.TC-I/2010/108/4 Pt.12.12.2018 |
| 16 Rates Circular No.1 of 2019 | 38 No.TC-I/2014/108/4 Pt.1 dt.08.01.2019 |
| 17 Rates Circular No.13 of 2019 | 39 No.TC-I/2006/109/6Pt.3 dt.24.01.2019 |
| 18 No.TC-I/2010/108/4 dt.16.09.2011 | 40 No.TC-I/2016/Misc/2 dt.25.01.2019 |
| 19 No.TC-I/2015/108/1 dt.02.12.2015 | 41 No.TC-I/2018/109/3 dt.24.04.2019 |
| 20 No.TC-I/2010/108/4(Clarf.) dt.01.02.2016 | 42 No.TC-I/2014/108/4 Pt.1 dt.29.04.2019 |
| 21 No.TC-I/2010/108/4(Clarf.) dt.03.05.2016 | 43 No.TC-I/2014/108/4Pt.1 dt.11.07.2019 |
| 22 No.TC-I/2011/108/11 dt.04.05.2016 | |

Please refer to Board's Circulars and letters under reference regarding weighment of wagons/rake, exemption from weighment, designed tare weight of wagons, procedure to deal with overloaded wagon(s) and levy of Detention Charge etc.

It has been decided to issue comprehensive guidelines on the subject at one place. Accordingly, relevant provisions figuring in the above mentioned Board's letters/circulars and in force as on date have been drawn out and consolidated guidelines on the subject are enclosed herewith.

All concerned may be advised to follow the guidelines scrupulously.

This issues with the concurrence of Finance Dte. of Ministry of Railways.

Shilpi Bishnoi
25.07.2019
(Shilpi Bishnoi)
Director, Traffic Commercial (Rates)
Railway Board

No. TC-I/2019/109/3

New Delhi, dt. 25.07.2019

Copy to:

1. **Principal Financial Adviser**, all Zonal Railways
2. **Dy.C&AG(Rlys)**, Room No.222, Rail Bhavan, New Delhi.

[Signature]
for **Financial Commissioner(Railways)**

No. TC-I/2019/109/3

New Delhi, dt. 25.07.2019

Copy to:

1. **Principal Chief Commercial Manager**, all Zonal Railways
2. **Principal Chief Operations Manager**, all Zonal Railways
3. **Managing Director, CRIS**, Chanakyapuri, New Delhi-21.
4. **Chief Admn. Officer, FOIS**, Camp: CRIS, Chanakyapuri, New Delhi.
5. **MD, KRCL**, Belapur Bhavan, Sector-11, CBD Belapur, Navi Mumbai-400614.
6. **Director General**, National Academy of Indian Railways, Vadodara.
7. **General Secy., IRCA**, New Delhi.
8. **Director, IRITM**, Vill-Kanausi, Manaknagar, Lucknow-226011

[Signature]
(Shilpi Bishnoi)

Director, Traffic Commercial (Rates)
Railway Board

Copy for information:

CRB, MT, FC, Railway Board

AM(T), PED(Comml.)/R&M, PED(TT/M), PED(F), PED(Accounts), PED(Vig.), EDTC(R),
ED(CC), ED(PG), EDTT(S), EDTT(F), ED(Coal), EDFC, EDVT, ED(C&IS), OSD/MR,
TC(R), TC(CR), F(C), Safety Branches, Railway Board

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ANNEXURE

Designed tare weight of wagons

17

Sup. Bhandari
25.11.19

[Signature]
25.11.19

Sub: Weighment of wagons/rake, Exemption from weighment, Designed Tare Weight of wagons, Procedure to deal with overloaded wagon(s) and levy of Detention Charge etc.

1.0 PROCEDURE FOR WEIGHMENT

1.1 WEIGHMENT OF RAKE/WAGONS AND ISSUE OF RR

- 1.1.1 All traffic loaded from any terminals are required to be weighed at weighbridges invariably. PCCM of Zonal Railways will monitor strict compliance of extant instructions regarding weighment of wagons.
- 1.1.2 PCOM of each Railway will notify the Associate weighbridge(s) at which rakes loaded at each loading point for each stream are required to be weighed and advise the same to all Zonal Railways and Board's office. Approval of the PCOM of the concerned Zonal Railway should be taken if the Associate weighbridge lies in other Zonal Railway. Weighbridges which have been planned or are being planned, but are yet to be installed may also be notified. Weighment of loading done at stations served by these weighbridges till these become operational, will be done at an alternate weighbridge only if it is operationally not inconvenient as certified by PCOM of the Railway.
- 1.1.3 PCOM of each Railway will also notify Alternate Associate Weighbridge where weighment will be done if the Associate weighbridge is defective and advise the same to all Zonal Railways and Board's office. Approval of the PCOM of the concerned Zonal Railway should be taken if the Alternate Associate weighbridge lies in other Zonal Railway. Weighbridges which have been planned or are being planned, but are yet to be installed may also be notified.
- 1.1.4 A reliable means of communication should be set up between the Associate and Alternate Associate weighbridges and the corresponding loading point for communicating results of the weighment to the loading point.
- 1.1.5 Means of communication mentioned above could be a FAX to begin with. Eventually, it has to be upgraded to inter-system communication between the weighbridge and the TMS module of FOIS. FOIS will provide TMS terminal at every weighbridge location. Railway should advise the commissioning of communication system at the weighbridge station, immediately after its commissioning. However, if FOIS terminal is provided at the weighbridge station but interface between weighbridge and TMS is not developed, weighbridge staff should enter the weighment of wagons/rake manually in the TMS module of FOIS provided at weighbridge station.
- 1.1.6 FOIS will develop an interface between the weighbridge and TMS so that the weighment information is directly transmitted from weighbridge to the TMS system.

Sup. Lohani
2019-12

K. P. Singh
15.12.19

- 1.1.7 Loading point will prepare Vehicle Guidance(VG) in duplicate duly indicating the wagon No., CC, Tare, Consignor, Consignee etc. and will hand over to the guard. This will be ensured by Station Supervisor/Goods Supervisor of the concerned loading point.
- 1.1.8 The guards of the train will hand over one copy of Vehicle Guidance(VG) to weighbridge clerk at weighment point. The weighbridge clerk will weigh the wagons duly indicating all the records of CC, Tare etc. The result of the weighment should be communicated to the loading point.
- 1.1.9 Weighment information from the Associate weighbridge location will be furnished to the loading point immediately.
- 1.1.10 **Issue of RR:** RR should be prepared in terms of modified Paras 1451(c) and 1451(d) of IRCM (Vol. II), which are given as under:

"1451(c): There should be no undue delay in the issue of Railway Receipts to consignors. Railway Receipts should normally be made over to the consignor within 24 hours from loading of the consignment. Concerned DCM/Sr. DCM of the loading points may however permit issuance of Railway Receipt not later than 48 hours from the time of completion of loading of goods to ensure that Railway Receipt is prepared on actual weighment details. If it is not possible to make over Railway Receipt within the above period as per actual weighment details, Railway Receipt should be prepared on the basis of Sender's Weight."

"1451(d): However, in case of continuous Bank Holidays, force majeure conditions etc., DRM may allow further extension of time for issue of RR up to the next working day of the bank through a written authority."

- 1.1.11 In case of weighment points where FOIS terminal is not provided or out of order, feeding of data of weighment of rakes in nearby FOIS terminals, preferably on same division, should be ensured.
- 1.1.12 An endorsement will be made in the RR indicating whether it has been prepared on the basis of sender's weight or actual weighment.
- 1.1.13 Punitive charges for overloading, if any, should be realized at the originating point itself and it should be mentioned in RR that rake has been weighed and all the charges including punitive charges collected. There should be indication in FOIS against this train that it has been weighed. Re-weighment of such wagons/rakes at en-route/destination should normally not be done.
- 1.1.14 Since the information regarding weighment of the rake will be available in FOIS, the divisional control will ensure that all those rakes, which have not been weighed earlier, are positively weighed. Similarly, the rakes, which have been weighed earlier, should be reweighed only under special instructions of an authority not lower than DRM or under the instructions from officers of Vigilance department (SAG and above).

- 1.1.15 There may be cases where despite the weighbridge being functional, it is not possible to communicate the actual weighment details due to defective/failed communication network. In such cases, the concerned Railway will continue to issue RR on sender's weight and take necessary remedial measure. All concerned may be advised to ensure that the details of weighment, including those done at en-route weighbridge and re-weighment done under special instructions, shall be entered in TMS module of FOIS. Based on these weighment details, outstanding, if any, shall be recovered.
- 1.1.16 PCCM of Zonal Railway should monitor the cases of issue of RR on sender's weight. DRMs, PCCMs, PCMEs and GMs should monitor defective weighbridges and put them right at the earliest.
- 1.1.17 If there are any loading points from which loaded rakes cannot be weighed at any weighbridge, the concerned Railway will advise Railway Board accordingly and continue to issue RR on sender's weight.
- 1.1.18 Weighment of rakes/wagons at Associate Weighbridge/Alternate Associate Weighbridge shall be treated as weighment at forwarding station for all purpose.
- 1.2 Weighment of traffic which cannot be weighed on the loading Railway's weighbridges due to loading station being close to Zonal inter-change point**
- 1.2.1 Streams of traffic, which cannot be weighed on the loading Railway's in-motion weighbridges even after commissioning of planned/proposed in-motion weighbridges due to loading stations being close to the zonal inter-change point, should be weighed on the adjoining Railway's first in-motion weighbridge after the interchange point.
- 1.2.2 For this, a separate joint circular may be issued signed by the CFTM, CRSE and CTE of both Railways concerned, covering all such streams of traffic. It will be the responsibility of GM of the loading Railway to get this joint circular issued.
- 1.3 Speed restriction from loading point to first available weighbridge**
- 1.3.1 In case a rake is not weighed on a weighbridge after loading due to defective weighbridge or any other reason, it should be weighed at the next available weighbridge.
- 1.3.2 The rake will be moved at normal speed from loading point to first available weighbridge. In case a rake is not weighed on the first available weighbridge after loading due to defective weighbridge or any other reason and it is weighed at next available weighbridge, then speed restriction of 40kmph or less as decided by the Railway concerned is to be followed from first weighbridge point to next available weighbridge where weighment is done.

1.4 Weighment of container trains

- 1.4.1 Weighment of container rake is mandatory. The procedure of weighment given in Para 1.1 above are also applicable for container trains. Zonal Railways are advised that the extant instructions to weigh container trains may be followed scrupulously.
- 1.4.2 Zonal Railways shall notify the weighbridge associated with every loading point for weighment of container trains and lay down the procedure order for realization of Haulage Charge and Punitive Charge for overloading, if any.

1.5 Weighment of traffic loaded at ports

All traffic loaded from any terminals including ports are required to be weighed at weighbridges invariably. Railways should ensure that the instructions to weigh all traffic loaded at ports are being followed scrupulously. If not, the Railway should furnish the reasons for not weighing outward traffic from ports and the action plan for installation of weighbridges and weighment of such traffic.

1.6 Weighment of Molasses, edible oils, Caustic Soda and Coal Tar

- 1.6.1 The weighment of Molasses, edible oils, Caustic Soda and Coal Tar should be done through dip measurement method. For this following guidelines may be followed:
- 1.6.2 The density (specific gravity) of molasses is standardized as **1.5**. SCR to prepare calibration chart for all the wagons being used for loading of molasses and circulate the same to all Zonal Railways.
- 1.6.3 The density (specific gravity) of edible oils is standardized as **0.925**. The calibration chart available for FO/TDO (POL product) is to be used for edible oils also to determine the actual weight of the consignment.
- 1.6.4 The standardized specific gravity of Caustic Soda lye should be taken as **1.53**. SCR to prepare calibration chart for all the wagons being used for loading of Caustic Soda Lye and circulate the same to all Zonal Railways.
- 1.6.5 The standardized specific gravity of Coal Tar should be taken as **1.20**. SER shall prepare calibration chart for all the wagons being used for loading of Coal Tar at 25°C subject to a maximum of PCC for the wagon and circulate the same to all Zonal Railways.
- 1.6.6 Dip measurement should be done only when wagons are in stationary condition.
- 1.6.7 Zonal Railways should obtain an undertaking from the customer at the time of loading that density (specific gravity) of Molasses, edible oil, Caustic Soda and Coal Tar being loaded is not more than what has been prescribed above.

SLP: Sahas
25.11.19

P. S. 1.17

- 1.6.8 Zonal Railways will periodically check the densities of Molasses, edible oils and Caustic Soda and Coal Tar loaded in tank wagons. Such periodicity should not be more than three months. If the density is found higher than those mentioned above, Board should be apprised immediately.

2.0 DISCREPANCIES FOUND ON WEIGHMENT/RE-WEIGHMENT

- 2.1 Differences between the invoiced weight of a wagon (RR issued on sender's weight basis) and the weight of first weighment may be neglected if the difference does not exceed 1(one) percent of the gross weight and in such cases invoiced weight will continue to be chargeable weight. If the weight of first weighment is more than invoiced weight and difference exceeds the limit as mentioned above, the weight of first weighment at weighbridge will be the chargeable weight and necessary Punitive Charge, if applicable shall be realized as per extant rule. If the weight of first weighment is less than the invoiced weight, the invoiced weight will be the chargeable weight.
- 2.2 Difference between the weight of second weighment of consignment in a wagon at en-route/destination and the weight of first weighment at forwarding/en-route, may be neglected if the difference does not exceed 2(two) percent of the gross weight and in such cases weight of first weighment will continue to be chargeable weight. If the variation between weight of second weighment and weight of first weighment is more than 2(two) percent, the weight of second weighment will be the chargeable weight (*irrespective of the fact that weight of second weighment is less or more than the weight of first weighment*) subject to minimum of Permissible Carrying Capacity of the concerned wagon and necessary Punitive Charge, if applicable, shall be realized as per extant rules.
- 2.3 In case of second weighment, where both invoiced weight and weight of first weighment are available, the chargeable weight determined at the time of first weighment in terms of Para 2.1 above, will be taken into account for the comparison with results of second weighment.
- 2.4 In case of three or more sets of weighment details are available, the chargeable weight determined at the time of last but one weighment in terms of Para 2.1 and/or Para 2.2 above, will be taken into account for the comparison with results of last re-weighment.

3.0 EXEMPTION FROM WEIGHMENT

3.1 Commodities loaded in standard bags of uniform size

- (a) All consignments loaded in standard bags of uniform size is exempted from mandatory weighment at the weighbridges with a proviso that at least 5% of rakes should be subjected to weighment. This implies that wagons loaded with commodities like cement, food grains, fertilizers, sugar etc. (in standard bags of uniform size) are exempted from weighment. The term 'standard bags of uniform size' denotes all bags of standard size bags which are filled uniformly. While booking such consignment, the customer will give a written undertaking in the forwarding note stating that the bags are standard bags

- of uniform size filled with uniform weight of commodity. However, the consignment loaded in non-standard bags or in loose conditions should continue to be subjected to 100% weighment, as per extant guidelines.
- (b) Random surprise checks should be conducted by Vigilance and Commercial Departments for rakes of bagged consignments. Orders for such checks should be given by Vigilance Officer in JAG grade and higher and by Commercial Officers in SAG and higher in addition to DRMs and GMs.
 - (c) In case of dispute regarding Punitive Charge for overloading in respect of consignments loaded in standard sized bags, the number of bags in the wagons detected to be overloaded may be counted and the average weight of a bag determined by weighing a few bags on random basis at the destination point in the presence of the representatives of the consignor/consignee and two gazetted Railway Officers (out of which one should be from Commercial/Operating Department and the second should be randomly selected from any other department). Punitive Charge already raised may be revised based on the estimated payload determined in this manner with the approval of Sr. DCM of the Division of the destination point.

3.1.1 Container rake loaded with containers carrying standard bags of uniform size

Dispensation from mandatory (100%) weighment may be permitted in the case of container rake loaded with containers carrying 'standard bags of uniform size'. While booking, the operator will give a written undertaking in the forwarding note that the 'bags in the containers are standard bags of uniform size filled with uniform weight of commodity'. It may be ensured that no commodity in any form other than standard bags of uniform size is loaded in the rake. Random surprise weighment at EIMWBs may be conducted by Vigilance and/or Commercial Departments for container rakes of bagged consignment. Orders for such checks should be given by Vigilance Officer in SAG grade and higher and by Commercial Officers in SAG and higher, in addition to DRMs and GMs.

3.2 HR Coil and other Steel Consignments

HR Coil and other Steel Consignments which have been pre-weighed on certified mill-scales prior to getting loaded in Railway wagons and bear marking of Central Excise and/or Customs Department need not be subject to mandatory 100% weighment at EIMWBs. However, 5% of wagons loaded with such consignments may be weighed by way of sample checks.

However, HR Coil and CR coil consignments weighed on certified Mill-scale even if they do not bear any marking of Central Excise and/or Customs Deptt., need not be subject to mandatory 100% weighment at EIMWBs only when they are loaded as a pure rake of HR coil or CR coil or mixed rake of HR coil and CR coil provided that weight of the consignment is stenciled on each coil and it also bears a label with remarks "Weighed on the Mill Scales certified by the Weights and Measures Department which is accepted for the SRP (Self Removal Procedure) by Central Excise and/or Customs Deptt."

and all the statutory purposes". The label should bear the name of company, manufacturing unit, name of weighing station/point, signature and stamp of the person authorized by the company to certify weighment with date. The customer will also provide the wagon-wise details of weight of the each coil loaded in a wagon to the goods clerk.

Goods clerk shall verify the weighment data submitted at the time of loading with the data submitted to the Central Excise and/or Customs Deptt. every month. Such verification shall be done for atleast 10% of the wagons loaded in a month. In case of any discrepancy in a wagon, then weight of entire rake will be taken into consideration for levying Punitive Charge as per extant guidelines. The punitive charge regimen will be the same that is applicable on a rake found overloaded after weighment at originating point but has not undergone load adjustment at the originating point itself. If overloading is detected, it shall lead to immediate withdrawal of exemption from weighment and rakes shall be subjected to weighment at EIMWB as per norms.

3.3 Containerized Import traffic

Exemption from mandatory(100%) weighment in case of containerized Import traffic is permitted to following container train operators(CTOs) subject to the fulfillment of conditions given below-

Name of CTOs

- Container Corporation of India Ltd.
- Gateway Rail Freight Ltd.
- Distribution Logistics Infrastructure Pvt. Ltd.
- Adani Logistics Ltd.
- International Cargo Terminals & Infrastructure Pvt. Ltd
- Hind Terminals Pvt. Ltd.
- India Infrastructure & Logistics Pvt. Ltd.
- Pristine Mega Logistics Park Pvt. Ltd.

Conditions

- (1) CTOs shall submit electronically, through Electronic Data Interchange (EDI), the train summary as well as the associated Sub Manifest Transshipment Permit (SMTP) in case of Import traffic. SMTPs (in XML format) shall separately be obtained directly by FOIS from Customs through EDI. Mapping of the containers as mentioned in SMTPs with the containers loaded in the relevant rake shall be done by FOIS. In case SMTP details are not captured through EDI and goods clerk feeds them manually, the rake should be weighed by the Railway.
- (2) TMS shall prepare Railway Receipt (RR)/charge only as per weighment details received from Customs through EDI so as to rule out the technical possibility of any modification in weighment details of each container when received in TMS.

Sl. No. 150112

15.7.19

- (3) FOIS/CRIS shall monitor preparation of RR in case of containerized import traffic of above CTOs and furnish its feedback.

3.4 Petroleum/Metallurgical coke

Dispensation from mandatory(100%) weighment of wagon/rake loaded with Petroleum Coke and/or Metallurgical Coke may be permitted with a proviso that at least 5% of rakes should be subjected to weighment. While permitting this exemption, it may be ensured that no commodity in any form other than these commodities is loaded in the wagon/rake. However, on request of consignor, Zonal Railways may permit weighment of Petroleum Coke and/or Metallurgical Coke by levying Detention Charge @ Demurrage (*for detention of rake for additional time used, if any*) and Shunting Charge (*for usage of Railway loco, if any*) for such weighment. This permission may be given with the personal approval of PCCM and PCOM, with due consideration to operational feasibility, among other factors.

3.5 Chuni and De-oiled Cake (DOC)

Chuni and De-oiled Cake (DOC) when loaded in covered wagons/rake may be exempted from mandatory (100%) weighment. While permitting this exemption, it may be ensured that no commodity in any form other than these commodities is loaded in the wagons/rake. Further, if Zonal Railway feels that any commodity needs exemption from mandatory (100%) weighment, they may conduct loadability trials and furnish their report/recommendation for consideration of Board.

4.0 DESIGNED TARE WEIGHT OF WAGONS, PROCEDURE TO DEAL WITH WAGON(S) FOUND OVERLOADED AFTER WEIGHMENT AND LEVY OF DETENTION CHARGE ETC.

- 4.1 (a) **Design Tare Weight** – Designed tare weight of the wagons should be taken as the benchmark for reckoning of overloading in any wagon. Details of designed tare weight of different types of wagon are given in the Annexure.

(b) Zonal Railways should prepare detailed operating procedure to ensure that whenever wagons are found to be abnormally overloaded beyond permitted limits at the originating point, load adjustment of such wagons is done at the originating point itself. However, if load adjustment is not feasible at originating point due to operational constraints, railway administration may permit load adjustment at nearby suitable location. The wagons shall be carried at a restricted speed upto such point where excess quantity may be unloaded or alternatively wagons are detached.

- 4.2 Detailed procedure should be issued by the General Manager of Zonal Railways for dealing with overloaded wagons found on rakes that are weighed en-route. For example, such wagons may be carried at a restricted speed upto a point where excess quantity may be unloaded or alternatively wagon detached. As overloading in wagon(s) affects safety, Zonal Railways are advised to take all necessary remedial measures to obviate instances of overloading.

Sup. Darin
25.07.19

Sup. Darin
25.07.19

4.3 Guidelines regarding levy of Detention Charge etc.

Condition	Weighment on weighbridge at originating point (associate weighbridge located at loading point itself or serving station of the siding)	Weighment on weighbridge at other than originating point (associate weighbridge/alternate associate weighbridge not located at loading point itself or serving station of siding; en-route weighbridge; weighbridge at destination point)
(i) No overloading	If a rake is detained for weighment and eventually no overloading is detected, no Detention Charge should be levied. Punitive Charge is also not leviable.	
(ii) Marginal overloading	If weighment reveals marginal overloading (not requiring detachment of wagon/wagons or load adjustment), Punitive Charge as applicable will be levied and no Detention Charge will accrue.	
(iii) Gross overloading	In cases of gross overloading (where load adjustment/detachment has to be resorted to), the applicable charges are detailed below:	
	Detention Charge – Detention Charge are not waivable and shall be levied as follows:	
	1. Detention Charge @Rs.5000/- for 'each overloaded wagon' <u>plus</u>	1. Detention Charge @Rs.5000/- for overloaded wagon is <u>not</u> leviable.
	2. Charges for the detention of the rake Situation(a)- when load adjustment is carried out at weighment point itself 'Charges for detention of the rake' shall be levied from the time of completion of weighment to the time of completion of load adjustment/detachment. It will be calculated at the prevailing rate of Demurrage Charge on entire group of wagons in the rake. Situation(b)- when load adjustment is carried out at nearby location due to operational constraints at weighment point 'Charges for detention of the rake' shall be levied for actual transit time (from weighment point to load adjustment point) or two hours, whichever is less, plus the duration of load adjustment (i.e. from the time of placement of rake for load adjustment to the time of completion of load adjustment/detachment). Charges for detention of the rake will be calculated at the prevailing rate of Demurrage Charge on entire group of wagons in the rake.	
	(continued)	

Condition	Weighment on weighbridge at originating point	Weighment on weighbridge at other than originating point
Gross overloading	<u>Punitive Charge</u> No punitive charge is leviable if the customer carries out load adjustment at the originating station itself.	<u>Punitive Charge</u> Punitive Charge for overloading should be levied for the entire distance to be travelled by the train hauling the wagon from the originating station to the destination point, irrespective of the point of load adjustment.
	<u>Punitive Charge</u> The wagons that had undergone load adjustment should be randomly re-weighed. The identification of rakes for random weighment should be done by PCCM in consultation with PCOM. If overloading is detected in the wagon(s) that had undergone load-adjustment, Punitive Charge of one lakh rupees per wagon shall be levied.	
	<u>Shunting Charge</u> If railway locomotive is utilized for load-adjustment of overloaded wagons, Shunting Charge will be levied as per extant guidelines.	
	<u>Wharfage Charge</u> Wharfage Charge is leviable at off-loading points for the usage of Railway's wharf as per extant guidelines.	
	<u>Charges for unloading</u> If overloaded goods are unloaded by Railways during load adjustment, charges for such unloading should also be recovered.	

- 4.4 If party request for dispatch of offloaded consignment, such off loaded consignment is to be treated as fresh consignment and freight will be charged for such dispatch.
- 4.5 **Computation of Engine Haulage Charge and Wagon Detention Charge in case of colliery sidings located far away from the weighment point where overloaded wagon(s) have to be sent back to the collieries for adjustment after weighment:**
- Railway should make maximum efforts for adjustment of overloaded wagon at the weighment point itself or at a subsequent point and Detention Charge may be levied as per extant rules.
 - In case where it is inevitable to send back detached overloaded wagon(s) to the loading/adjustment point for adjustment of load in wagon and the remaining rake is moved to destination then the following methodology will be adopted for calculation of Engine Haulage Charge and Wagon Detention Charge:

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Engine Haulage Charge: If Railway loco is utilized for sending back the overloaded wagon/wagons to the loading/adjustment point for load adjustment, Engine Haulage Charge will be levied for the actual time required in hauling such wagons from weighment point to the loading/adjustment point. In case Railway loco is specifically brought from other station, then Engine Haulage Charge will be levied for the entire time period for bringing the Railway loco from that station to the loading/adjustment point. Engine Haulage Charge will be calculated on the basis of cost per Engine Hour and time period as mentioned above subject to a minimum of one hour.

Wagon Detention Charge: It will be levied on the entire rake from the time of completion of first weighment to the time of release of balance rake for onward journey after detachment of overloaded wagons. In addition, Detention Charge will also be levied on detached overloaded wagons from the time of detachment to the completion of load adjustment/final weighment. The Wagon Detention Charge is not waivable.

4.6 Guidelines in case of container traffic

- (i) In case of container traffic, Punitive Charge for overloading will be levied as per extant rules notified in Gazette Notification from time to time. For this purpose, notified PCC of container wagons as notified from time to time will be taken into account.
- (ii) In case of containers, Haulage Charge is levied per container basis whereas weighment will be per wagon basis carrying one or more containers. Also it will not be possible to weigh each and every container during weighment en-route. Therefore, for the purpose of calculation of punitive charge, the excess weight detected after weighment will be uniformly distributed on all the containers loaded on the wagon.
- (iii) In case, when Punitive Charges are to be levied at the highest Class rate, the highest Class as mentioned in Goods Tariff may be taken into account for calculation. Presently, the highest Class to be reckoned for the purpose of charging punitive charges for overloading is Class 200.
- (iv) In case, when Punitive Charge is leviable at the freight rate applicable to that commodity, freight applicable to that commodity for the purpose of levying Punitive Charges for overloading will be calculated as under:-
 - (a) For containers loaded with commodity other than notified commodity, freight applicable to that commodity will be calculated as - "Freight Rate/tonne = Haulage Rate per TEU for 'above 31T/31tonne'"
 - (b) For containers loaded with notified commodity (for which Haulage Charge is levied on the basis of Container Class Rate), freight rate applicable to that commodity will be the Container Class Rate applicable to that commodity. However, in case of wagon loaded with containers consisting of different notified commodities, Punitive Charge for overloading will be levied on the basis of highest Container Class Rate of the commodity which is loaded on that wagon.

Further, if a wagon is loaded with the container which contains notified commodities and other container contains commodity other than notified, then Punitive Charge for overloading will be levied on the basis of Container Class Rate of the notified commodity.

4.7 Rules regarding Punitive Charge for overloading

(a) List of gazette notification

Railways (Punitive Charges for overloading of wagon) Rules and amendments thereof notified from time to time vide Gazette Notifications are listed below. Link of the same are available on e-Gazette and also on IR website.

- GSR 570(E) dated 17th July, 2012
- GSR 898(E) dated 17th December, 2012
- G.S.R.550(E) dated 10th July, 2015
- G.S.R.278(E) dated 26th March, 2018
- G.S.R.1205(E) dated 14th December, 2018

(b) Extant provisions regarding collection

Extant provisions regarding collection of Punitive Charge/railway dues as stipulated in Railways Act 1989 and Indian Railway Commercial Manual are reproduced below:

Railways Act 1989

"73 Punitive charge for overloading a wagon - Where a person loads goods in a wagon beyond its permissible carrying capacity as exhibited under sub-section (2) or sub-section (3), or notified under subsection (4), of section 72, a railway administration may, in addition to the freight and other charges, recover from the consignor, the consignee or the endorsee, as the case may be, charges by way of penalty at such rates, as may be prescribed, before the delivery of the goods...."

IRCM Vol-II

"1820. Recovery of railway dues before delivery of goods- Before delivery of goods, it should be seen that all railway dues and other charges have been paid."

5.0 Integration of weighbridge with FOIS – Procedure to capture weighment details in TMS/FOIS and modification thereof after load adjustment of overloaded wagon

Presently, where weighbridge are not linked with FOIS, wagon-wise weighment details are manually fed by Goods clerk in TMS/FOIS on the basis of weighment sheet generated from weighbridge. After load adjustment, if any, the weighment data is modified based on the load adjustment memo submitted by the customer.

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In the case of integration of weighbridge with FOIS, following procedure shall be followed –

1. The weighment details of wagon(s) recorded by weighbridge shall be captured and digitally transferred in TMS/FOIS without any manual intervention.
2. In case overloading is detected at originating station/weighbridge location and if customer carries out load adjustment at originating station itself as per extant policy, before preparation of RR –
 - i) the Weighment Sheet generated at weighbridge shall continue to be made available to customer for purpose of carrying out load adjustment and preparation of load adjustment memo.
 - ii) A provision shall be made in TMS to enable the TMS user/Goods clerk to modify the 'net weight of wagon after load adjustment' in the TMS/FOIS on basis of 'load adjustment memo'. A separate field provided in TMS/FOIS for entry of modified weight will be distinct from the 'weighment details captured automatically from weighbridge'. RRs shall be prepared on basis of modified weighment details fed by TMS user, if any. Load adjustment memo number, date of weighment and weighbridge location shall also be captured in TMS/FOIS for all such cases of load adjustment.
 - iii) Both the weighment details, one received from weighbridge and that entered post load adjustment by TMS user, shall remain available and visible in TMS/FOIS.
 - iv) Original weighment details received from weighbridge, modified weighment details, 'Load adjustment memo' and concerned RRs shall be tagged to each other in TMS, and shall remain available for checks in form of MIS reports.
 - v) FOIS shall generate MIS report for such RRs with viewing rights to TMS users.
 - vi) Load Adjustment Memo and Weighment Sheet shall be attached with the copy of RR retained at originating station for record.
3. All other terms and condition shall remain unchanged.
4. Checks will be conducted to ensure that integration of weighbridge is working satisfactorily during joint inspection of weighbridge by Sr. Scale/JA grade officer of the division as per extant procedure, and modification therein from time to time.

Shilpi Chandra
25.11.17

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12.7.17

ANNEXURE

Designed Tare Weight of wagons

Type of wagon	Tare weight (in tonne)	Type of wagon	Tare weight (in tonne)
COVERED		OPEN	
BCN	27.20	BOBRNHS	25.61
BCNA, BCNAHS	24.60	BOBRNEL	25.61
BCX	28.50	BOBYNHS	25.20
BCXN	27.01	BOXN	22.48
BCNHL	20.80	BOXNS	19.85
BCCW	23.00	BOXNCR	22.48
BCFC	22.00	BOXNHS	22.51
FLAT		BOXNHSM1	22.53
BRN	20.32	BOXNM1	22.53
BRNA	23.54	BOXNHL	20.60
BRNAHS	23.54	BOXNHA	23.17
BFNS	26.71	BOXNLW	20.60
BFNSM22.9	22.00	BOXNLWM1	20.41
BRH	24.38	BOXNR	21.20
BRHC	25.23	BOXNEL	23.10
BRHNEHS	22.60	BOX	26.23
BRHT	25.92	BOXC	25.00
BRS	25.10	BOXR	21.20
BRST	25.10	BOXT	26.23
BFR	20.50	BOY	20.71
HOPPER		BOYN	20.50
BOBR	26.00	BOYEL	20.70
BOBRN	25.61	BOI	22.80
BOBS	26.40	BOST	25.50
BOBSNM1	30.00		
BOBSN	30.00		
BOBX	25.15		
BOB	25.40		
BOBC	18.03		
BOBY	27.04		
BOBYN	25.20		

Sl. up. 12/12/19

15/12/19

Government of India (भारत सरकार)
Ministry of Railways (रेल मंत्रालय)
(Railway Board)(रेलवे बोर्ड)

No.TC-I/2019/109/3

New Delhi, dt.26.07.2019

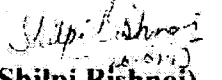
General Manager
All Zonal Railways

Sub: Designed Tare Weight of BRN wagons

Ref: (i) Board's letter No.TCR/1394/2017/05 dt.18.01.2018
(ii) Rates Master Circular/Weighment/2019/0

In terms of Board's letter under reference (i), the designed tare weight of BRN wagon is 24.40 tonne. Accordingly, revised ANNEXURE to Rates Master Circular/Weighment/2019/0 is enclosed herewith.

This issues with the concurrence of Finance Dte. of Ministry of Railways.


(Shilpi Bishnoi)
Director, Traffic Commercial (Rates)
Railway Board

No. TC-I/2019/109/3

New Delhi, dt.26.07.2019

Copy to:

1. **Principal Financial Adviser**, all Zonal Railways
2. **Dy.C&AG(Rlys)**, Room No.222, Rail Bhavan, New Delhi.


for **Financial Commissioner(Railways)**

No. TC-I/2019/109/3

New Delhi. dt.26.07.2019

Copy to:

1. **Principal Chief Commercial Manager.** all Zonal Railways
2. **Principal Chief Operations Manager.** all Zonal Railways
3. **Managing Director, CRIS.** Chanakyapuri, New Delhi-21.
4. **Chief Admn. Officer, FOIS,** Camp: CRIS, Chanakyapuri, New Delhi.
5. **MD, KRCL,** Belapur Bhavan, Sector-11, CBD Belapur, Navi Mumbai-400614.
6. **Director General.** National Academy of Indian Railways, Vadodara.
7. **General Secy., IRCA,** New Delhi.
8. **Director, IRITM.** Vill-Kanausi, Manaknagar, Lucknow-226011

Shilpi Bishnoi

(Shilpi Bishnoi)

**Director, Traffic Commercial (Rates)
Railway Board**

Copy for information:

CRB, MT, FC, Railway Board

AM(T). PED(Comm.)/R&M, PED(TT/M). PED(F). PED(Accounts). PED(Vig.). EDTC(R).
ED(CC). ED(PG). EDTT(S). EDTT(F). ED(Coal). EDEC. EDVT. ED(C&IS). OSD/MR.
TC(R). TC(CR). F(C). Safety Branches, Railway Board

ANNEXURE

Designed Tare Weight of wagons

Type of wagon	Tare weight (in tonne)	Type of wagon	Tare weight (in tonne)
COVERED		BOBRNHS	25.61
BCN	27.20	BOBRNEL	25.61
BCNA, BCNAHS	24.60	BOBYNHS	25.20
BCX	28.50	OPEN	
BCXN	27.01	BOXN	22.48
BCNHL	20.80	BOXNS	19.85
BCCW	23.00	BOXNCR	22.48
BCFC	22.00	BOXNHS	22.51
FLAT		BOXNIISM1	22.53
BRN	24.40	BOXNM1	22.53
BRNA	23.54	BOXNIIL	20.60
BRNAHS	23.54	BOXNHA	23.17
BFNS	26.71	BOXNLW	20.60
BFNSM22.9	22.00	BOXNLWM1	20.41
BRH	24.38	BOXNR	21.20
BRHC	25.23	BOXNEL	23.10
BRHNEHS	22.60	BOX	26.23
BRHT	25.92	BOXC	25.00
BRS	25.10	BOXR	21.20
BRST	25.10	BOXT	26.23
BFR	20.50	BOY	20.71
HOPPER		BOYN	20.50
BOBR	26.00	BOYEL	20.70
BOBRN	25.61	BOI	22.80
BOBS	26.40	BOST	25.50
BOBSNM1	30.00		
BOBSN	30.00		
BOBX	25.15		
BOB	25.40		
BOBC	18.03		
BOBY	27.04		
BOBYN	25.20		

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