File No.SECR-HQ0COMM(FRT)/132/2020-O/o Dy. CCM/FS/HQSECR

SOUTH EAST CENTRAL RAILWAY

Office of the
Principal Chief Commercial Manager
Bilaspur 495004 (C.G)

Coaching Rates Circular No. 9(C)/2021

No. C/SECR/BSP/Parcel/CRC/ 1126 Date: 01.06.21

All SMs/CSMs, CCs/CGSs & 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.**
PFA,PCOM, CFTM, PCME, PCE, PCEE, SDGM and CPRO: SECR/BSP.
FA&CAO/(T), Dy.FA&CAO(T), Sr. AFA(TA): SECR/BSP.

Sub: Guidelines regarding weighment of Parcel Traffic- loaded in SLRs, VPs, PCETs, etc.
Ref: Railway Board's letter no. 2019/TC(FM)/11/10 dated 03.05.2021)

उपर्युक्त विषयक रेलवे बोर्ड के पत्र संख्या 2019/TC(FM)/11/10 (Freight Marketing Circular No.07 of 2021 dated 03.05.2021) आपके सूचनार्थ एंव आवश्यक कार्यवाही हेतु संलग्न है।

All concerned staff please note and act accordingly.

Encl: 06 (Six) pages.

Signed by Masud Alam Ansari
Date: 02-06-2021 13:00:28
Reason: Approved

(मसऊद आलम अंसारी)
उप मुख्य वाणिज्य प्रबंधक (यात्री सेवा)

कृते मुख्य वाणिज्य प्रबंधक

CRC-09

FREIGHT MARKETING
CIRCULAR NO. 07 OF 2021

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 2019/TC(FM)/11/10 **New Delhi, Dated 03.05.2021**

The General Managers,
All Zonal Railways.

Sub: Guidelines regarding weighment of Parcel Traffic – loaded in SLRs, VPs, PCETs, etc.

Ref: (i) FM Circular No.06 of 2014 (Board's letter No. 2013/TC(FM)/10/02 dated 15.04.2014).
(ii) FM Circular No.02 of 2007 (Board's letter No. 2007/TC(FM)/10/3 dated 20.02.2007).

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Ministry of Railways has decided that the following guidelines shall be followed for weighment of Parcel traffic:

1.0 Weighment of 'leased SLRs' and 'leased/indented Parcel Vans':

1.1 The originating station shall weigh at least 20% of the total leased parcel traffic loaded in SLRs/VPs, on daily basis, in such a manner that entire leased traffic, originating from a station, is weighed in rotation. In case of leased traffic, if en-route loading is permitted, this provision shall also be applicable on en-route loading station(s).

1.2 Consignments loaded in indented Parcel Vans shall be weighed before loading. In case it is not possible to weigh the consignments at the loading station, the concerned CPS shall record the reasons for the same in writing and also convey message to the destination station. Consignments once weighed shall not be weighed again, except as per the provision of Para 5.0.

1.3 **Tolerance limit:** With a view to account for possible variations in weighbridges, etc, a tolerance up to **5%** over the Permissible Carrying Capacity for each compartment shall be permitted in case of **SLRs**. The tolerance limit of **1.0 tonnes** over the Permissible Carrying Capacity shall be permitted in case of **Parcel Vans** (VPH, VPU, VP, etc.).

1.4 **Punitive Charges for Overloading**:

1.4.1 If the weight of loaded consignments in a SLR or Parcel Van exceeds the Permissible Carrying Capacity of the compartment/vehicle, but remains within the tolerance limits prescribed in para 1.3 above, normal freight shall be charged from the consignor/consignee/leaseholder for the actual weight in excess of permissible CC.

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1.4.2 However, if weight of **SLR** is found beyond the Permissible Carrying Capacity plus the Tolerance, the following punitive charges shall be recovered from the consignor/consignee/leaseholder:

i. Normal lump-sum leased freight for weight in excess of Permissible Carrying Capacity of the compartment, **plus**
ii. Punitive Charges equivalent to **two (02)** times the freight at Scale-'R' for entire excess weight from origin to the point of detection of overloading, **plus**
iii. Penalty of Rs. 10,000/- per compartment/vehicle, **plus**
iv. any other punitive actions as per extant policy provisions. .

1.4.3 However, if weight of **Parcel Van** is found beyond the Permissible Carrying Capacity plus the Tolerance, the following punitive charges shall be recovered from the consignor/consignee/leaseholder:

i. Normal lump-sum leased freight for weight in excess of Permissible Carrying Capacity of the vehicle, **plus**
ii. Punitive Charges equivalent to **two (02)** times the freight at Scale-'R' for entire excess weight from origin to the point of detection of overloading, if Parcel Van has been overloaded **upto 03 tonnes** (including the tolerance)

'OR'

Punitive Charges equivalent to **six (06)** times the freight at Scale-'R' for entire excess weight from origin to the point of detection of overloading, if Parcel Van has been overloaded **above 03 tonnes** (including the tolerance), **plus**
iii. Penalty of Rs. 10,000/- per compartment/vehicle, **plus**
iv. any other punitive actions as per extant policy provisions.

1.5 If weighment of SLR/VP has been done at the originating station or at any intermediate station, and is found to be overloaded beyond the tolerance limit, the entire excess weight would be offloaded at the point of detection, and the consignor/consignee/leaseholder will have to take delivery of this part consignment on 'as is where basis is' basis at the point of detection of overloading. Railway shall not be responsible for any damage, deterioration or loss to the excess consignment due to off-loading of parcels. The entire cost of offloading shall be borne by the consignor/consignee or leaseholder. However, no punitive charges shall be levied, if the customer carries out load adjustment at the Originating Point. Overloading of parcels, beyond the permissible limit, shall in no case, be allowed to be carried in the vehicle.

2.0 Weighment of Indented Parcel Special Trains and Leased PCETs:

2.1 Weighment of Indented Parcel Special Trains and Leased PCETs should be done once, preferably at the originating station, or at the first in-motion weighbridge, or at the destination station. However, each rake shall be weighed only once during the entire journey.

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2.2 **Tolerance limit:** With a view to take care of weighment tolerance in indented Parcel Special Trains and leased PCETs, a tolerance up to **1.0 tonnes** on permissible carrying capacity of a Parcel Van (VPH, VPU, VP, etc.) may be permitted.

2.3 **Punitive Charges for loading beyond permissible carrying capacity:**

2.3.1 In case of indented Parcel Special Trains and leased PCETs, if weight of any Parcel Van exceeds the permissible carrying capacity of the vehicle but remains within the prescribed limit of tolerance (and the total weight of the train remains within the tolerance limit prescribed for the full rake), normal freight shall be charged from the consignor/consignee/leaseholder for the actual weight in excess of permissible CC.

2.3.2 However, if weight of Parcel Van is found beyond permissible carrying capacity **plus** Tolerance (or the weight of the train is found beyond the permissible carrying capacity **plus** Tolerance for the full rake), punitive charges shall be recovered from the consignor/ consignee/leaseholder as follows:

i. Normal lump-sum leased freight for weight in excess of permissible carrying capacity of the vehicle, **plus**
ii. Punitive Charges equivalent to **two (02)** times the freight at Scale-'R' for entire excess weight from origin to the point of detection of overloading, if Parcel Van has been overloaded **upto 03 tonnes** (including the tolerance)

'OR'

Punitive Charges equivalent to **six (06)** times the freight at Scale-'R' for entire excess weight from origin to the point of detection of overloading, if Parcel Van has been overloaded **above 03 tonnes** (including the tolerance), **plus**

iii. a penalty of Rs. 10,000/- per overloaded vehicle, **plus**
iv. any other punitive actions as per extant policy provisions.

2.4 If weighment of Parcel rake has been done at the originating station or at any intermediate station, and is found to be overloaded beyond the tolerance limit, the entire excess weight would be offloaded at the point of detection, and the consignor/consignee/leaseholder will have to take delivery of this part consignment on 'as is where basis is' basis at the point of detection of overloading. Railway shall not be responsible for any damage, deterioration or loss to the excess consignment due to off-loading of parcels. The entire cost of offloading shall be borne by the consignor/consignee or leaseholder. However, no punitive charges shall be levied, if the customer carries out load adjustment at the Originating Point. Overloading of parcels, beyond the permissible limit, shall in no case, be allowed to be carried in the vehicle.

3.0 Physical Verification in case of Consignments of Branded Items:

3.1 Consignments consisting entirely of 'standard packets of uniform size(s)' shall be exempted from mandatory weighment at the weighbridges with a proviso that at least 5% of rakes should be subjected to weighment. This implies that Parcel Vans loaded with

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branded items like dairy products, FMCG, etc. – in standard packets of uniform size(s) – are exempted from weighment. The term 'branded items in standard packets of uniform size(s)' denotes all Packets, Bags , Cartons, Tins, Drums, Rolls, Containers and bottles, etc. of standard size and uniform weight, with weight stenciled/printed on the packets.

While booking such consignment, the customer will give a written undertaking in the forwarding note stating that the packets are standard packets, and are of standard size(s) filled with uniform weight of commodity. However, the consignments consisting partially or fully of non-standard packets or in loose conditions should continue to be subjected to weighment, in terms of the provisions stipulated in Para 1 & 2 above.

3.2 In case of dispute regarding overloading detected (as a result of surprise check) in respect of consignments of branded items which are of standard size(s) and uniform weight, with weight stenciled on the packets (such as dairy products, FMCG, etc) – the number of packages in the Parcel Van(s) detected to be overloaded may be counted and the average weight of a packet may be determined by weighing few packets on random basis in each different segment of consignment(s) loaded, at the ***Destination Point***, in the presence of the representatives of consignor/consignee and two gazetted Railway officers (one from Commercial or Operating departments, and the second from any other department). Punitive charges already raised may be revised based on the payload determined in this manner, with the approval of Sr.DCM of the Division of the destination point.

3.3 The time for which Parcel Van/rake waits for the start of physical verification shall not be considered against the free-time for unloading available with the Party.

3.4 It the weighment of Parcel Van/rake loaded with standard packets of uniform size(s) has been done at the originating station, then the physical verification (as detailed in para 3.2 above) shall be conducted at the originating station itself.

If overloading is detected in such Parcel Van/rake after physical verification, then the Party shall be liable to pay Detention Charges, Shunting Charges, and all other applicable charges as per rules. (These charges, however, shall not be applicable in case no overloading is found after physical verification.)

4.0 Weighment sheets in each case (as stipulated in Para 1, 2 & 3) shall be countersigned by representatives of the consignor/consignee/leaseholder.

5.0 **Surprise Checks:** Notwithstanding anything contained in this Circular, random surprise checks should be conducted by Vigilance and Commercial Departments. Orders for such checks should be given by Vigilance Officer in JA Grade and above, or by Commercial Officer in SA Grade and above, in addition to DRMs and GMs.

These instructions shall be applicable with immediate effect. All concerned may be advised to follow the guidelines scrupulously.

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This issues in consultation with the Coaching and Mechanical Engineering Directorates, and with the concurrence of Finance Directorate of Ministry of Railways.

03/05/2021

(Suhani Mishra)
Director Freight Marketing

No. 2019/TC(FM)/11/10 **New Delhi, Dated 03.05.2021**

Copy forwarded to:

1. The Deputy Comptroller & Auditor General of India (Railways) Room No. 224, Rail Bhawan with 36 spares.
2. Principal Financial Advisors, All Indian Railways.

03/05/2021

for Member Finance/Railway Board

No. 2019/TC(FM)/11/10 **New Delhi, Dated ___.05.2021**

Copy forwarded for information and necessary action to:

1. The Principal Chief Operations Managers, All Indian Railways.
2. The Principal Chief Commercial Managers, All Indian Railways.
3. The Chief Freight Transportation Managers, All Indian Railways.
4. The Chief Commercial Managers (FM), All Indian Railways.
5. Director General, RDSO, Manak Nagar, Lucknow.
6. Director, Indian Railways Institute of Transport Management (IRITM), Manak Nagar, Lucknow.
7. Director General, National Academy of Indian Railways, Vadodara.
8. Managing Director/ Chief Commercial Manager, Konkan Railway Corporation, Belapur Bhawan, Plot No. 6, Sector-11, CBD Belapur, Navi Mumbai-400014.
9. Managing Director, Centre for Railway Information System (CRIS), Chanakyapuri, Near National Rail Museum, New Delhi.
10. Managing Director, DFCCIL, Pragati Maidan, New Delhi.

03/05 spares

(Suhani Mishra)
Director Freight Marketing

FREIGHT MARKETING
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No. 2019/TC(FM)/11/10 **New Delhi, Dated 03 .05.2021**

Copy for information to:

1. Chairman & CEO, Member (O&BD), Member (Finance), Member (Infra.), Member (T&RS), DG(RPF), and Secretary Railway Board, New Delhi.

2. AM(Traffic), AM(C), Adv (Infra), Adv. (Vig), EDTC(Rates), EDTT(M), EDTT(S), EDTT(F), ED(Plg.) EDT(PPP), EDV(T), EDF(C), DTT(Coord), OSD/Chairman & CEO, OSD/Member (O&BD), Co-Chairman/TMIR, Chairman and Convener/AGE and DTC(R)/ Railway Board, New Delhi.

Suhani
03/05/2021

(Suhani Mishra)
Director Freight Marketing