

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

No.TC-I/2017/109/8

New Delhi, dt. 10.01.2018

General Manager
All Zonal Railways

Sub: Weighment of wagons/rake, exemption from weighment, procedure to deal with overloaded wagon(s) and levy of Detention Charge etc.

Ref: Rates Master Circular/Weighment/2014/0 and its corrigendum & addendum

Please refer to Rates Master Circular under reference on the above mentioned subject.

The matter has been reviewed and it has been decided to revise Paras 1.1.14, 2.2, 4.1 and 4.3(iii) (regarding Detention Charge) of afore-said Rates Master Circular, as under:-

- “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).”
- “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.”
- “4.1 Zonal Railways should take immediate action to 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.**”

Shilpi Bishnoi
10.01.18

"4.3 (iii)(regarding Detention Charge)

Condition	Weighment on weighbridge at originating point	Weighment on weighbridge at other than originating point
(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' plus	1. Detention Charge @Rs.5000/- for overloaded wagon is <u>not</u> leviable.
	2. Charges for the detention of the rake	
	<p>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.</p>	
	<p>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."</p>	

Note: Other guidelines of para 4.3 (iii) hold good.

These instructions will be effective from 11.01.18.

This issues in consultation with Traffic Transportation Dte. and with the concurrence of Finance Dte. of Ministry of Railways.

Shilpi Bishnoi
 10.01.18
 (Shilpi Bishnoi)

Director Traffic Commercial(Rates)
 Railway Board

No.TC-I/2017/109/8

New Delhi, dt. 10 .01.2018

Copy to:

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

P. S. S.
 10/1/18
 for Financial Commissioner/Railways

No.TC-I/2017/109/8

New Delhi, dt. 10.01.2018

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, N. Rly., Camp: CRIS, Chanakyapuri, New Delhi-21.
5. Managing Director, 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, Campus: Hardoi Bye-pass Road, Kanausi, Manaknagar, Lucknow-226011
9. Chief Commissioner of Railway Safety, Lucknow.

Shilpi Bishnoi
10.01.18

(Shilpi Bishnoi)

Director Traffic Commercial(Rates)

Railway Board

Copy for information:

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