

**GOVERNMENT OF INDIA/BHARAT SARKAR
MINISTRY OF RAILWAYS/RAIL MANTRALAYA
(RAILWAY BOARD)**

No. TC-I/2006/108/4

New Delhi, dated 13 -10-2006

**General Managers,
All Indian Railways**

Sub: Issue of RR after weighment of consignment at weighbridge:

Instructions regarding issue of RR and weighment of rakes/wagons have been reviewed in Board's office and it has been decided that Zonal Railways should follow the instructions/procedure as given below for weighment of rakes/wagons and issue of RR:-

A. Instructions

1. COM of each Railway will immediately notify the Associated 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 COM of the concerned Zonal Railway should be taken if the Associated 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 alternative weighbridge only if it is operationally not inconvenient as certified by COM of the Railway.
2. COM of each Railway will also notify Alternate Associated Weighbridge where weighment will be done if the Associated weighbridge is defective and advise the same to all Zonal Railways and Board's office. Approval of the COM of the concerned Zonal Railway should be taken if the Alternate Associated 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.
3. A reliable means of communication should be set up between the Associated and Alternate Associated weighbridges and the corresponding loading point for communicating results of the weighment to the loading point.
4. 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.

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- 1.1 However, if FOIS terminal is provided at the weighbridge station but interface between weighbridge and TMS is not developed, weighbridge staff should enter the weightment of wagons/rakes manually in the TMS module of FOIS provided at weighbridge station.
5. FOIS will develop an interface between the weighbridge and TMS so that the weightment information is directly transmitted from weighbridge to the TMS system.

B. Procedure for weightment of wagons/rakes and issue of RR

1. 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.
2. The guards of the train will handover one copy of Vehicle Guidance (VG) to weighbridge clerk at weightment point. The weighbridge clerk will weigh the wagons duly indicating all the records of CC, Tare etc. The result of the weightment should be communicated to the loading point.
1. Weightment information from the Associated weighbridge location will be furnished to the loading point immediately. RR should be prepared in terms of Para 1451(c) of IRCM, Vol. II. which is being modified and Para 1451(d) of IRCM, Vol. II which is being inserted 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 weightment details. If it is not possible to make over Railway Receipt within the above period as per actual weightment 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.”

An advance correction slip No. 30 to IRCM Vol.II is enclosed for information and necessary action.

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4. Remaining loading points will progressively switch over to issuing of RR only as per actual weighment details as and when their Associated weighbridges get commissioned. In case of those weighment points where FOIS terminal is not provided or out of order , possibility of feeding of data of weighment of rakes in nearby FOIS terminals, preferably on same division, may be explored.

5. An endorsement will be made in the RR indicating whether it has been prepared on the basis of sender's weight or actual weighment.

6. 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 some 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.

7. 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 re-weighed only under special instructions of an authority not lower than DRM or under the instructions from officers of Vigilance department.

8. 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.

8.1 CCM of Zonal Railway should monitor the cases of issue of RR on Sender's weight. DRMs, CCMs, CMEs and GMs should monitor defective weighbridges and put them right at the earliest.

1. 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 senders' weight.
2. Weighment of rakes/wagons at associate weighbridge/alternate associate weighbridge conducted under these instructions shall be treated as weighment at forwarding station for all purpose.
3. The monthly progress report of compliance of these instructions should be sent to Board in MCDO.

These instructions will come into force w.e.f . 01.11.2006.

This issues with the concurrence of the Traffic Transportation, C&IS and Finance Directorates in the Ministry of Railways.

Please issue necessary instructions to all concerned and acknowledge receipt of this letter.



(N. K.Parsuramka)
Director, Traffic Comml. (Rates)
Railway Board

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No. TC-I/2004/108/4

New Delhi, dated 13 -10-2006

Copy for information to:-

1. FA&CAOs, All Indian Railways.
2. Dy. C&AG(Railways), Room No.222, Rail Bhawan, New Delhi (with 3 spares)

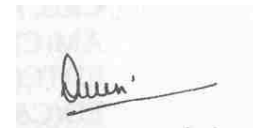
for Financial Commissioner(Rlys.)

No. TC-I/2004/108/4

New Delhi, dated 13-10-2006

Copy for information and necessary action to:

- 1 CCMs, All Indian Railways.
- 2 COMs ,All Indian Railway .
3. Managing Director, CRIS, Chankyapuri, New Delhi-21.
- 4 The Chief Administrative Officer, FOIS, Northern Railway, Tilak Bridge, New Delhi.
- 5 Managing Director, Konkan Railway Corporation, Belapur Bhavan, Sector-11, CBD Belapur, New Mumbai-400614.
6. Director General, Railway Staff College, Vadodara.
7. General Secretary, IRCA, New Delhi for information and request to issue necessary Correction Slip.
6. Director, IRITM,Manak Nagar, Lucknow.
7. MD, Pippava Railway Corporation Ltd., New Delhi.
8. Secretary, Railway Rates Tribunal ,5, Dr. P.V.Cherrin Crecent Raod, Egmore, Chennai-600105.



(N.K.Parsuramka)
Director, Traffic Comml. (Rates)
Railway Board

Copy to:-

CRB, FC,MT

Adv(C), Adv(T), Adv (F)Adv(F), Adv.(PM), Adv(vig.) Railway Board

EDTC(R), EDF(C&RM), EDTT(M), EDTT(S), EDTT(F), EDPG, EDV(T), ED(FM), ED(C&IS), ED(T&C) Railway Board.

TC(FM),TC-III, TT-III , F(C), TC(R), TC(CR) Branches, Railway Board.

INDIAN RAILWAY COMMERCIAL MANUAL VOLUME-II -1991

CHAPTER XIV – BOOKING OF GOODS TRAFFIC

Advance Correction Slip No. 30

- Para 1451(c) of IRCM, Vol. II. may be revised 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.”

- Para 1451(d) of IRCM, Vol. II may be inserted below to Para 1451(c) as under:

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.”

(Authority Railway Board’s letter NoTC-I/2006/108/4 13 -10-2006).
(Rates circular No. 86/2006)