

**Commercial Circular No.06 of 2018**  
**( Draft Notification for TRC No.1 of 2018)**  
**(GOODS)**

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

Ref: i) Rly. Bd's Rates Master circular /Weighment/2014/0 Dt. 11-7-2014 and its corrigendum & Addendum

**Authority:** Board's letter No.TC-I/2017/109/08 dt. 10-01-2018  
 (Corrigendum No.2 to Rates Master Circular/Weighment/2014/0)

\*\*\*

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

The matter has been reviewed by Railway Board 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.**"

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:   |  |
|                         | <b>Detention Charge-</b><br>Detention Charge are not waivable and shall be levied as follows:<br>1. Detention charge @Rs.5000/- for 'each overloaded wagon' plus<br>2. Charges for the detention of the rake   |  |
|                         | 1. Detention charge @Rs.5000/- for overloaded wagon is <u>not</u> leviable.  |  |
|                         | <b>Situation(a) when load adjustment is carried out at weighment point itself</b><br>'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.   |  |
|                         | <b>Situation(b) when load adjustment is carried out at nearby location due to operational constraints at weighment point</b><br>'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." |  |


**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 the Ministry of Railways.

Staff in the field units should read the instructions carefully and understand the same, thoroughly. Thereafter, the instructions should be implemented. In case of any doubts, letter may be addressed to the respective Sr.DCMs with copy to CCM's office.

Previous circular No.05 of 2018 : Adjustment in Base Freight Rates-Rationalization of tariff structure for transportation of Coal & Coke by rail

  
(K. Phani Raj) 11-01-18  
ACM/M&D

for Principal Chief Commercial Manager

Headquarters Office  
Commercial Branch  
Secunderabad-500 071  
Date: 11-01-2018

No.C.613/Dev/WB/P/Vol.III

Copy forwarded to:

All SSs/SMs/CBSRs/OA Contractors over S.C.Railway

DRMs/Sr.DCMs/Sr.DOMs/Sr.DFMs-SC, HYB, BZA, GTL, GNT, NED.

PCCM, CCO, COM, CPTM, CCM/FS, CCM/PS, CCM/PM, SDGM/V/SC, FA&CAO/SC, FA&CAO/T/SC, Sr.AFA/T/Coaching, AAO/Chg, S&AO/HQ/SC

Dy.CCM/FS, Dy.CCM/PRS, SCM/TC, SCM/Claims, SCM/Revs, SCM/Ref, SCM/HQ., DBM/PRS, CPRO/SC, Principal Director of Audit/S.C.Rly/SC, Principal/ZRTI/MLY.


CCM/S.Rly/CEN, C.Rly/CSTM, W.Rly/CCG, N.Rly/NDLS, NE.Rly/GKP, E.Rly/HWH, S.E.Rly/CCC,

N.C.Rly/ALD, N.E.F.Rly/GHY, N.W.Rly/Jaipur, S.E.C.Rly/Bilaspur, E.Co.Rly/BBS, W.C.Rly/JBP,

E.C.Rly/Hazipur, S.W.Rly/UBL, K.Rly/BelapurMD/CRIS, Chanikyapuri, NewDelhi-23:GM/CRIS,

3<sup>rd</sup>Floor, MMLComplex, S.Rly/CEN, GM/CRIS/S.C.Rly/SC, Ch.OS/Rates, RGI, RG, Dev, Budget,

Outstanding, R.Sdg, MKTG, RQ, R.Chg, OS/Goods, Refunds, RTSection (6 copies inclusion in TRC on Hand)

  
(K. Phani Raj) 11-01-18  
ACM/M&D

for Principal Chief Commercial Manager