

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

No.TC-I/2014/108/4

New Delhi, dt. || .07.2014

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.

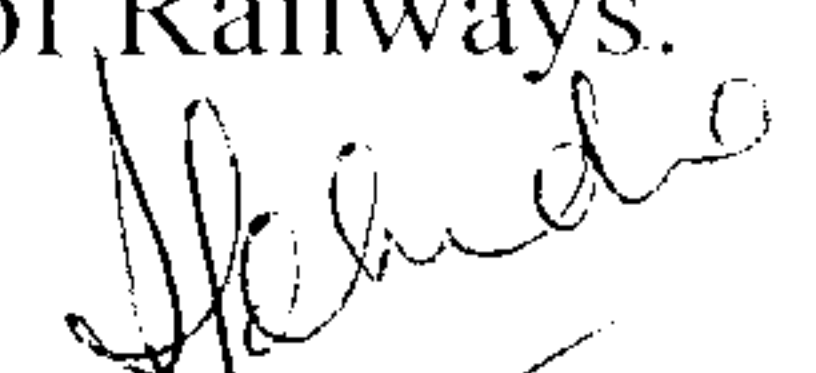
Ref: Board's letters/Rates Circulars under reference:

1	No. TC-1/2004/109/4 dt.04.11.2004	17	No.TC-I/2006/109/6Pt.2 dt.30.11.2010
2	Rates Circular No.74 of 2005	18	Rates Circular No.5 of 2011
3	Rates Circular No.86 of 2006	19	Rates Circular No.32 of 2011
4	Rates Circular No.49 of 2006	20	Rates Circular No.19 of 2012
5	Rates Circular No.40 of 2007	21	Rates Circular No. 21 of 2012
6	Rates Circular No.61 of 2007	22	Rates Circular No.32 of 2012
7	No.TC-1/2008/108/3 dt.30.09.2008	23	Rates Circular No.39 of 2012
8	No.TC-1/2006/108/4 dt.24.10.2008	24	No.TC-1/2010/108/4Clarf. dt.23.08.2012
9	No.TC-1/2006/109/6Pt.2 dt.14.11.2008	25	Rates Circular No.16 of 2013
10	No.TC-1/2006/108/4 dt.18.12. 2008	26	Rates Circular No.31 of 2013
11	No.TC-1/2008/108/3 dt.19.01.2009	27	Rates Circular No.1 of 2014
12	Rates Circular No.12 of 2009	28	Rates Circular Nos.5 & 12 of 2014
13	Rates Circular No.63 of 2009	29	No.TC-1/2010/108/4Clarf dt.4.3.2014
14	No.TC-1/2006/108/4-Pt. dt.10.12.2009	30	Rates Circular No.16 of 2014
15	No. TC-1/2008/108/3 dt.05.01.2010	31	Rates Circular No.22 of 2014
16	No.TC-1/2006/108/4Pt. dt.19.01.2010		

The guidelines regarding weighment of wagons/rake, exemption from weighment, procedure to deal with overloaded wagon(s) and levy of Detention Charge etc. are stipulated in various Board's letters/Rates Circulars as mentioned above. It has been decided to issue a Rates Master Circular on the subject by duly consolidating all guidelines.

Accordingly, the provisions as existing on date in the above mentioned Board's letters/circulars have been drawn out and the consolidated guidelines on the subject matter are enclosed herewith.

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



(Aashima Mehrotra)
Director, Traffic Commercial(Rates)
Railway Board

No.TC-I/2014/108/4

New Delhi, dt. | | .07.2014

Copy to:

1. **FA&CAO**, All Zonal Railways
2. Dy.C&AG(Rlys), Room No.222, Rail Bhavan, New Delhi.



for **Financial Commissioner/Railways**

No.TC-I/2014/108/4

New Delhi, dt. | | .07.2014

Copy to:

1. Chief Commercial Manager, All Zonal Railways
2. 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. Secretary, RRT, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
10. Chief Commissioner of Railway Safety, Lucknow.



(Aashima Mehrotra)
Director, Traffic Commercial(Rates)
Railway Board

Copy for information:

CRB, MT, FC, Railway Board

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ANNEXURE

- Gazette Notification No.GSR 570(E) dt.17th July, 2012 circulated vide Rates Circular No.19 of 2012 regarding Railways (Punitive Charges for overloading of wagon) Rules 2012
- Gazette Notification No.GSR 898(E) dt.17th December, 2012 circulated vide Rates Circular No.39 of 2012 regarding Railways (Punitive Charges for overloading of wagon) (Amendment) Rules 2012

Shelby *Man*

Sub: Weighment of wagons/rake, exemption from weighment, 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

(refer Rates Circulars No.86 of 2006 & No.39 of 2012 and Board's letter No.TC-I/2006/108/4Pt.dt.19.01.2010)

- 1.1.1 All traffic loaded from any terminals are required to be weighed at weighbridges invariably. CCM of Zonal Railways will monitor strict compliance of extant instructions regarding weighment of wagons.
- 1.1.2 COM 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 COM 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 COM of the Railway.
- 1.1.3 COM 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 COM 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.

J. J. J. *Man*

- 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.
- 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.

Shahidi - *MAM*

- 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 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.
- 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.
- 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.
- 1.1.16 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.
- 1.1.17 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**
(refer Board's letters No. TC-1/2008/108/3 dt.30.09.2008)
- 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.

J. J. J. *MAN*

1.3 Speed restriction from loading point to first available weighbridge

*(refer Board's letters No. TC-1/2008/108/3 dt.30.09.2008,
dt.19.01.2009 & dt.05.01.2010)*

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

*(refer Board's letter No.TC-I/2006/108/4Pt. dt.10.12.2009
& Rates Circular No.5 of 2011)*

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

(refer Board's letter No. TC-I/2006/108/4Pt.dt.19.01.2010)

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

(refer Rates Circulars No.12 of 2009, No.21 of 2012, No.1 of 2014 and No.22 of 2014)

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:

Ahmedo *MAN*

- 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**. East Coast Railway should 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 by 31.07.2014.
- 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.
- 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

(refer Rates Circular No.49 of 2006)

- 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,

J. Chandra *Man*

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 weight of second weighment is more than the weight of first weighment and difference exceeds the limit as mentioned above, the weight of second weighment will be the chargeable weight and necessary Punitive Charge, if applicable shall be realized as per extant rules. If the weight of second weighment is less than the weight of first weighment, the weight of first weighment will be the chargeable weight.

- 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

(refer Rates Circulars No.61 of 2007 & No.32 of 2011)

- (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. 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

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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.

3.2 HR Coil and other Steel Consignments

(refer Rates Circular No.32 of 2012)

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.

3.3 Containerized Import traffic

(refer Rates Circulars No.16 of 2013 and No.16 of 2014)

Dispensation with mandatory(100%) weighment in the case of containerized Import traffic, subject to the fulfillment of following conditions, has been granted **upto 23.07.2014** (or as extended from time to time):

- (a) 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.
- (b) SMTPs (in XML format) shall separately be obtained directly by FOIS from Customs through EDI.
- (c) Mapping of the containers as mentioned in 'SMTP' with the containers loaded in the relevant rake shall be done by FOIS. For this purpose, FOIS will develop the requisite software for mapping and matching the relevant details (e.g. Customs' seal number, container number, cargo description, name of consignor/consignee, originating/destination point etc.).
- (d) Weighment checks to the extent at least 5% of Import container rakes offered by individual operators over a period (say, three or six months based on the traffic volume), to be specified by Zonal Railways in advance, shall be resorted; for this purpose, the selection of rakes to be subject to such weighment checks shall be done randomly by a customized software to be developed by CRIS/FOIS. Till the time this software is developed, the process of identifying rakes for such weighment may be a manual one.
- (e) FOIS will furnish feedback regarding compliance of the afore-mentioned conditions.

Mahade - *Man*

- (f) The feedback on weighment checks conducted operator wise will be furnished by Zonal Railways.

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

- 4.1 Zonal Railways should take immediate action to ensure that whenever wagons are found to be abnormally overloaded beyond permitted limits at the originating point, detailed operating procedure should be established for unloading such overloaded wagons at the originating point itself.

(refer Board's letter No. TC-I/2004/109/4 dt.04.11.2004)

- 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.

(refer Board's letter No. TC-I/2004/109/4 dt.04.11.2004)

4.3 Guidelines regarding levy of Detention Charge etc.

Condition	Weighment on weighbridge at originating point (associated 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. <i>(refer Rates Circular No.40 of 2007)</i>	
(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. <i>(refer Rates Circulars No.40 of 2007, No.19 of 2012 and No.39 of 2012)</i>	

Ashwini . *Mam*

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:	
	<p><u>Detention Charge</u></p> <ol style="list-style-type: none"> 1. Detention Charge @Rs.5000/- for 'each overloaded wagon' <u>plus</u> 2. 'Charges for detention of the rake' from the time of completion of weighment to the time of completion of load adjustment/detachment will be realized. Charges for detention of the rake will be calculated at the prevailing rate of Demurrage Charge on entire group of wagons in the rake. The Detention Charge is not waivable. <p><i>(refer Rates Circulars No.40 of 2007 and No.32 of 2011)</i></p>	<p><u>Detention Charge</u></p> <ol style="list-style-type: none"> 1. Detention Charge @Rs.5000/- for overloaded wagon is <u>not</u> leviable. 2. 'Charges for detention of the rake' from the time of completion of weighment to the time of completion of load adjustment/detachment will be realized. It will be calculated at the prevailing rate of Demurrage Charge on entire group of wagons in the rake. The Detention Charge is not waivable. <p><i>(refer Rates Circular No.40 of 2007 and No.32 of 2011)</i></p>
	<p><u>Punitive Charge</u></p> <p>No punitive charge is leviable if the customer carries out load adjustment at the originating station itself.</p> <p><i>(refer Rates Circulars No.19 and No.39 of 2012)</i></p>	<p><u>Punitive Charge</u></p> <p>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.</p> <p><i>(refer Board's letter No.TC-1/2006/108/4 dt.24.10.2008, Rates Circulars No.19 of 2012 and No.39 of 2012)</i></p>

Handwritten signature: M. M. Man

Weighment on weighbridge at originating point	Weighment on weighbridge at other than originating point
<p><u>Punitive Charge</u></p> <p>The wagons that had undergone load adjustment should be randomly re-weighed. The identification of rakes for random weighment should be done by CCM in consultation with COM. If overloading is detected in the wagon(s) that had undergone load-adjustment, Punitive Charge of one lakh rupees per wagon shall be levied. (refer Rates Circulars No.19 of 2012 and No.39 of 2012)</p>	
<p><u>Shunting Charge</u></p> <p>If railway locomotive is utilized for load adjustment of overloaded wagons, Shunting Charge will be levied as per extant guidelines. (refer Rates Circular No.32 of 2011)</p>	
<p><u>Wharfage Charge</u></p> <p>Wharfage Charge is leviable at off-loading points for the usage of Railway's wharf as per extant guidelines. (refer Board's letter No. TC-I/2006/108/4 dt.18.12.2008)</p>	
<p><u>Charges for unloading</u></p> <p>If overloaded goods are unloaded by Railways during load adjustment, charges for such unloading should also be recovered. (refer Rates Circular No.40 of 2007)</p>	

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. (refer Board's letter No. TC-I/2006/108/4 dt.18.12.2008)

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:**

(Rates Circular No.63 of 2009)

(i) 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.

J. Chandu - *MMS*

- (ii) 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:

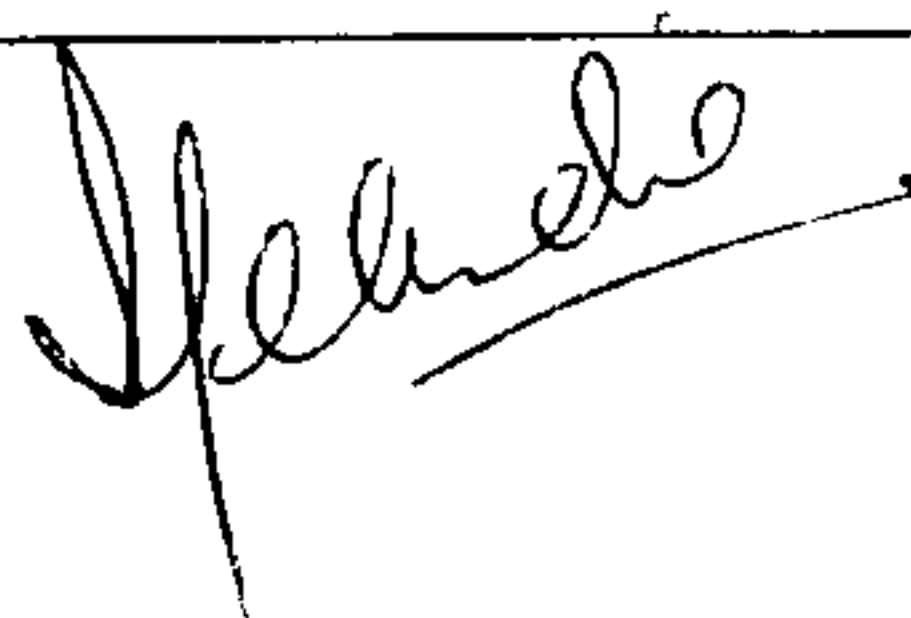

Engine Haulage Charge: If Railway loco is utilized for sending back the overloaded wagon/wagons to the loading/adjustment point for load adjustment, Engine Haulage Charge will be levied for the actual time required in hauling such wagons from weighment point to the loading/adjustment point. In case Railway 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

(refer Board's letters No.TC-1/2006/109/6 pt.2 dt.14.11.2008 & dt.30.11.2010, No.TC-I/2006/108/4Pt. dt.10.12.2009 and Rates Circulars No.19 of 2012 & No.39 of 2012)

- (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, marked CC of the wagon is taken as PCC of the wagon.
- (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 on TEU basis.
- (iii) For containers loaded with commodity other than notified commodity, Punitive charge for overloading should be calculated as per following procedure:
- (a) In case, when the punitive charges are to be levied at the highest Class rate, the highest Class as mentioned in Goods Tariff may be taken in to account for

calculation. Presently, the highest Class to be reckoned for the purpose of charging punitive charges for overloading is Class 200.

- (b) In case, when the punitive charges are to be levied 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:

“Freight Rate/tonne = Haulage Rate per TEU for ‘above 26T’/26tonne”

- (iv) For containers loaded with notified commodity (for which Haulage Charge is levied on the basis of Container Class Rate), Punitive Charge is levied at the freight rate applicable to that commodity. Freight rate applicable to that commodity for the purpose of levying Punitive Charge for overloading will be calculated as under:

“Freight Rate/tonne = Container Class Rate per 20’ TEU of the notified commodity/30tonne”

However, in the 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.

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