

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

No.TC-I/2021/109/efile/1(3365542)

New Delhi, dt.15.05.2023

Pr. Chief Commercial Manager
All Zonal Railways

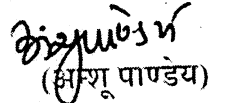
Sub: Procedure for dealing with overloaded wagons

Ref: (i) Para 4.0 of Rates Master Circular/Weighment/2019/0 (and as amended from time to time)
(ii) Para 3.2.2.2 of Board's letter No.2016/CE-II/TS/2(CC+8+2) dt.24.08.2018 (and as amended from time to time)

Vigilance Directorate of Railway Board has pointed out certain instance about non implementation of procedure for dealing with overloaded wagons.

Extant guidelines detailing procedure for dealing with overloaded wagons are prescribed vide Board's circular/letter under reference. These guidelines are reiterated for strict compliance by all concerned.

DA: as above


(अंशू पाण्डेय)

निदेशक यातायात वाणिज्य (दर)
रेलवे बोर्ड

- (3) FOIS/CRIS shall monitor preparation of RR in case of containerized import traffic of above CTOs and furnish its feedback.

3.4 Petroleum/Metallurgical coke

Dispensation from mandatory(100%) weighment of wagon/rake loaded with Petroleum Coke and/or Metallurgical Coke may be permitted with a proviso that at least 5% of rakes should be subjected to weighment. While permitting this exemption, it may be ensured that no commodity in any form other than these commodities is loaded in the wagon/rake. However, on request of consignor, Zonal Railways may permit weighment of Petroleum Coke and/or Metallurgical Coke by levying Detention Charge @ Demurrage *(for detention of rake for additional time used, if any)* and Shunting Charge *(for usage of Railway loco, if any)* for such weighment. This permission may be given with the personal approval of PCCM and PCOM, with due consideration to operational feasibility, among other factors.

3.5 Chuni and De-oiled Cake (DOC)

Chuni and De-oiled Cake (DOC) when loaded in covered wagons/rake may be exempted from mandatory (100%) weighment. While permitting this exemption, it may be ensured that no commodity in any form other than these commodities is loaded in the wagons/rake. Further, if Zonal Railway feels that any commodity needs exemption from mandatory (100%) weighment, they may conduct loadability trials and furnish their report/recommendation for consideration of Board.

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

- 4.1 (a) **Design Tare Weight** – Designed tare weight of the wagons should be taken as the benchmark for reckoning of overloading in any wagon. Details of designed tare weight of different types of wagon are given in the Annexure.

(b) Zonal Railways should 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.

- 4.2 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. As overloading in wagon(s) affects safety, Zonal Railways are advised to take all necessary remedial measures to obviate instances of overloading.

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4.3 Guidelines regarding levy of Detention Charge etc.

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

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Condition	Weighment on weighbridge at originating point	Weighment on weighbridge at other than originating point
Gross overloading	<u>Punitive Charge</u> No punitive charge is leviable if the customer carries out load adjustment at the originating station itself.	<u>Punitive Charge</u> 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.
	<u>Punitive Charge</u> The wagons that had undergone load adjustment should be randomly re-weighed. The identification of rakes for random weighment should be done by PCCM in consultation with PCOM. If overloading is detected in the wagon(s) that had undergone load-adjustment, Punitive Charge of one lakh rupees per wagon shall be levied.	
	<u>Shunting Charge</u> If railway locomotive is utilized for load adjustment of overloaded wagons, Shunting Charge will be levied as per extant guidelines.	
	<u>Wharfage Charge</u> Wharfage Charge is leviable at off-loading points for the usage of Railway's wharf as per extant guidelines.	
	<u>Charges for unloading</u> If overloaded goods are unloaded by Railways during load adjustment, charges for such unloading should also be recovered.	

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.

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:**

- (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.
- (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:

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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

- (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, notified PCC of container wagons as notified from time to time will be taken into account.
- (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.
- (iii) In case, when Punitive Charges are to be levied at the highest Class rate, the highest Class as mentioned in Goods Tariff may be taken into account for calculation. Presently, the highest Class to be reckoned for the purpose of charging punitive charges for overloading is Class 200.
- (iv) In case, when Punitive Charge is leviable 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:-
 - (a) For containers loaded with commodity other than notified commodity, freight applicable to that commodity will be calculated as - "Freight Rate/tonne = Haulage Rate per TEU for 'above 31T'/31tonne"
 - (b) For containers loaded with notified commodity (for which Haulage Charge is levied on the basis of Container Class Rate), freight rate applicable to that commodity will be the Container Class Rate applicable to that commodity. However, in 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.

4.7 Rules regarding Punitive Charge for overloading

(a) List of gazette notification

Railways (Punitive Charges for overloading of wagon) Rules and amendments thereof notified from time to time vide Gazette Notifications are listed below. Link of the same are available on e-Gazette and also on IR website.

- GSR 570(E) dated 17th July, 2012
- GSR 898(E) dated 17th December, 2012
- G.S.R.550(E) dated 10th July, 2015
- G.S.R.278(E) dated 26th March, 2018
- G.S.R.1205(E) dated 14th December, 2018

(b) Extant provisions regarding collection

Extant provisions regarding collection of Punitive Charge/railway dues as stipulated in Railways Act 1989 and Indian Railway Commercial Manual are reproduced below:

Railways Act 1989

"73 Punitive charge for overloading a wagon - Where a person loads goods in a wagon beyond its permissible carrying capacity as exhibited under sub-section (2) or sub-section (3), or notified under subsection (4), of section 72, a railway administration may, in addition to the freight and other charges, recover from the consignor, the consignee or the endorsee, as the case may be, charges by way of penalty at such rates, as may be prescribed, before the delivery of the goods...."

IRCM Vol-II

"1820. Recovery of railway dues before delivery of goods- Before delivery of goods, it should be seen that all railway dues and other charges have been paid."

5.0 Integration of weighbridge with FOIS – Procedure to capture weighment details in TMS/FOIS and modification thereof after load adjustment of overloaded wagon

Presently, where weighbridge are not linked with FOIS, wagon-wise weighment details are manually fed by Goods clerk in TMS/FOIS on the basis of weighment sheet generated from weighbridge. After load adjustment, if any, the weighment data is modified based on the load adjustment memo submitted by the customer.

Supriya

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**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

New Delhi, Dt. 24.08.2018

No.2016/CE-II/TS/2(CC+8+2)

General Manager
All Zonal Railways

Sub: Operation of CC+8+2/CC+6+2 trains
Ref: Board's letter No. 2007/CE-II/TS/8 dt.02.04.2009

Please refer Board's letter under reference on the above mentioned subject.

The matter has been reviewed. To reduce detention at loading points & enable faster evacuation of loads, and to improve the mobility of train operations, Board (MT, ME & MRS) has decided to revise the Para No.3.2.2.2 of the aforesaid letter, as under-

3.2.2.2 Other than 25T axle load trains

Case	Gross weight of nominated wagons of trains loaded for			Action required to be taken by Railway
	CC+8+2	CC+6+2	CC+4+2	
I(A)	More than 91.6t but less than or equal to 92.1t	More than 89.60t but less than or equal to 90.60t	More than 87.28t but less than or equal to 88.28t	To run at normal speed subject to sectional speed restrictions, in force, if any.
I(B)	More than 92.1t but less than or equal to 93.6t	More than 90.60t but less than or equal to 91.60t	More than 88.28t but less than or equal to 89.28t	Get the load adjusted/unloaded or excess load wagon detached or run the rake at a restricted speed not exceeding 50 kmph
2	More than 93.6t but less than or equal to 95.6t	More than 91.6t but less than or equal to 93.6t	More than 89.28t but less than or equal to 91.28t	Get the load adjusted/unloaded or excess load wagon detached or run the rake at a restricted speed not exceeding 30 kmph.

Pranendra
24/8/18

Janani
27/11/17

S.M. Danty
27.8.18

More than 95.60t	More than 93.60t	More than 91.28t	Overloaded wagon to be detached at the station and the load split into another wagon brought at the site or the material off loaded and then train is allowed to run. Commercial actions for overload and resulting detention are to be taken as per extent rules.
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Note :

(a) The allowance of 0.5t for CC+8+2 and 01t for the others in 1(A) is purely a tolerance to cater to the fluctuations in loading/ weighbridge, etc.. so that operations are not adversely affected.

(b) Gross load should normally be upto 91.6t for CC+8+2, 89.6t for CC+6+2 and 87.28t for CC+4+2. The punitive charges for overloading, if any, shall remain applicable as notified from time to time.

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Copy for information and necessary action to-

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- ⑥ → • CCRS/Lucknow
- ⑥ → • PCE, PCME, PCCM & PCOM, All Zonal Railways
- ⑥ → • DG/NAIR/Vadodra

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