

COMPENDIUM

“Provision and Functioning of Weighbridges”

As prescribed vide

Rates Master Circular/Provision of Weighbridge/2019/o
and
Subsequent Amendments/Clarifications

(Note: This is a compendium of extant guidelines on the subject matter. Reference to subsequent Board’s circulars/letters have been given with regard to amendments/clarifications and the same be referred to)

INDEX

Topic	Para No.
1. Provision of weighbridges	1.0
2. Procurement, commissioning, maintenance and functioning of weighbridges	2.0
3. Replacement of static weighbridge with electronic in-motion weighbridge	3.0
4. Guidelines for installation of electronic in-motion weighbridge(EIMWB) by private parties	4.0
• By siding owner in their siding	4.1
• By private siding owner on railway land	4.2
• By private party on railway owned goods shed	4.3
5. Permission for Weightometer/Pre-weighbin system of weighment in private sidings	5.0
6. Acceptance of weight provided by Static Weighbridge for Proof of Concept (POC)	6.0
7. Installation of Road Weighbridge at Goods Shed	7.0

Sub: Provision and Functioning of Weighbridges

1.0 PROVISION OF WEIGHBRIDGES

- 1.1 All loading points should be covered by weighbridges. With a view to achieve the target, Zonal Railways are requested to work out a plan covering all loading points with weighbridge.
- 1.2 All new weighbridges must be installed at the originating points only. No new weighbridges for en-route should be planned. Railways may also permit the parties to install EIMWBs wherever they want, subject to its satisfactory working certified by the Weights & Measures Department of State Government and clearance of the desired location etc. by the Zonal Railway.
- 1.3 Where any replacement of old weighbridge is required to be done by the Railways, it should be replaced by electronic in-motion weighbridge (EIMWB) and not by mechanical weighbridge.
- 1.4 Where in-motion weighbridges do not exist, weighbridges should be commissioned at the earliest as per the action plan drawn up by Zonal Railway.
- 1.5 As a principle, whenever, new major loading points involving bulk loading are developed, the yard layout must provide for in-motion loading over an electronic weighbridge, which will cut off electronically the possibility of overloading.
- 1.6 Provision of an in-motion weighbridge is mandatory in all new private sidings having outward traffic.
- 1.7 All in-motion weighbridges may be linked to FOIS. In this regard, Joint Procedure Order (JPO) has been issued by C&IS Dte. vide letter No.2014/C&IS/Project/FOIS-TMS Progress/1 dt.14.01.2019 (*and as amended from time to time*).
- 1.8 All new weighbridges which are presently planned/proposed or which may come up subsequently due to new streams of traffic emerging should be as close to the loading point as possible, if not at the same station.

2.0 PROCUREMENT, COMMISSIONING, MAINTENANCE AND FUNCTIONING OF WEIGHBRIDGES

PROCUREMENT

- 2.1 Procurement of new electronic in-motion weighbridges will be arranged by Central Organization for Modernisation of Workshops. Mechanical Directorate in Board's office is the nodal Directorate for this purpose. New weighbridges shall be 120tonne capacity. In this regard, guidelines issued by Mechanical Dte. of Railway Board vide letter

No.98/DEV.CELL/IDEI/1Pt.2 dt.09.11.2001 and dt.10.12.2001 (*and as amended from time to time*) may be referred to.

COMMISSIONING

- 2.2 Mechanical Department will take action regarding installation and commissioning of additional weighbridges, monitoring the progress regularly and advising Board every month in the MCDOs from the General Managers.

MAINTENANCE

- 2.3 Maintenance of weighbridges shall be entrusted to the Mechanical Department of the Railway.
- 2.4 Maintenance of electronic weighbridge shall be through annual maintenance contract with the original equipment manufacturer(s) and this provision shall be part of the tender evaluation process during procurement. In this regard, guidelines issued by Mechanical Dte. of Railway Board vide letter No.92/Dev.Cell/IDEI/2Vol dt.06.08.2004 (*and as amended from time to time*) may be referred to.

FUNCTIONING

- 2.5 Mechanical Department of the Railway will take action for keeping the weighbridges in working order and get them calibrated regularly from concerned authorities. In this regard, guidelines issued by Mechanical Dte. of Railway Board vide letter No.2004/Dev.Cel/IDEI/3 dt.10.09.2012 & dt.01.03.2013 (*and as amended from time to time*) may be referred to.
- 2.6 The weighbridges should be calibrated regularly from concerned authorities to ensure correctness of weighment. In case of private weighbridges, the owner will ensure the calibration. The joint team of officers should also cross-check this aspect during their inspections. In this regard, guidelines issued by Mechanical Dte. of Railway Board vide letter No.92/Dev.Cell/IDEI/2Vol dt.16.11.2004 (*and as amended from time to time*) may be referred to.
- 2.7 Joint inspection of EIMWB shall be done as per extant guidelines. In this regard, guidelines issued by Mechanical Dte. of Railway Board vide letter No.2004/Dev.Cell/IDEI/3 dt.05.09.2013 (*and as amended from time to time*) may be referred to.
- 2.8 Functioning of all weighbridges in the Division should be reported in the daily position. If a weighbridge gets out of order, DRM shall have full powers to permit loading. GM shall be apprised of the weighbridge failure, in case weighbridge remains out of order for a continuous period of three months.

2.9 All concerned may take notice of the guidelines issued by Mechanical Dte. of Railway Board from time to time. Few of the guidelines are listed below for ready reference –

- Testing periodicity of EIMWB (Railway owned and privately owned) – letter No.2004/Dev.Cell/IDEI/3Vol-II dt.27.11.2015
- Codal life of weighbridges and other issues - letter No.2017/M(N)/570/82 dt.08.06.2018
- Area of responsibility of weighbridges - letter No.2017/M(N)/570/68 dt.14.11.2018
- Gradient for installation of EIMWBs - letter No.2004/Dev.Cell/IDEI/3Vol-II dt.16.03.2015 & No.2017/M(N)/570/81 dt.20.03.2019

3.0 REPLACEMENT OF STATIC WEIGHBRIDGE WITH ELECTRONIC IN-MOTION WEIGHBRIDGE

3.1 In-motion weighbridge is preferred to static weighbridge as it entails weighment of rakes in motion thereby reducing detention to rolling stock. This in turn increases the availability of rolling stock for more loading, which is beneficial to both Railways as well as customers.

3.2 There are some static weighbridges, whose weighment is not being accepted presently and RR is not being issued on the basis of weighment on these static weighbridges. Requests have been received to issue RR on the basis of weighment on such static weighbridge. It has been decided that no request of customer in this regard will be considered.

3.3 Existing static weighbridges, whose weighments are presently accepted by Railway may be replaced with in-motion weighbridges or arrangement should be made to have weighment at associated/alternative associated in-motion weighbridges. From 01.04.2011, the weighment on such static weighbridge shall not be accepted by Railways and RR will not be issued on the basis of weighment on static weighbridge. Further, such weighment will not be recognized by Railways for any purpose.

3.4 In case of specific constraints where static weighbridge cannot be replaced by electronic in-motion weighbridge or weighment cannot be done at associated/alternative associated weighbridges of a particular siding, the Railways were advised to approach Board and obtain specific exemption.

3.5 In terms of Para 3.4 above, Board had granted exemption from installation of electronic in-motion weighbridge in following cases upto 30.09.2018:

- (i) SECR- SAIL/Bhilai Steel Plant and collieries sidings of M/s SECL
- (ii) ECR- Static weighbridge of M/s CCL at Kathara(W), Kathara(M), Giddi ‘A’(W), Giddi ‘A’ (R) & West Sirka; and of M/s NCL at Jhingurdah
- (iii) ER- Rajarappa Washery of M/s CCL

The matter was reviewed and Zonal Railways have been empowered to take appropriate decision for continuance of aforesaid static weighbridges on joint recommendation of PCCM & PCOM and with the personal approval of GM, subject to fulfillment of all

requisite formalities such as regular calibration etc. by the Railway Administration. However, Zonal Railways should ensure that continuation of static weighbridge(s) do not entail any additional detention of rakes for completion of weighment process.

- 3.6 In view of above-mentioned exemption, where weighment on static weighbridge is being accepted by Railways for the purpose of preparation of RR or otherwise, Railway should ensure compliance of the following conditions:
- (i) The railway track must be level for at least 60 meters i.e. equivalent to about 2 wagons length on either side of weighbridge. (and as amended by Mechanical Dte of Railway Board from time to time)
 - (ii) The wagons must stay loose i.e. these should not be any contact in the coupling forces of adjacent wagons.
 - (iii) There should not be any movement of the wagons during weighment.
- 3.7 Railway may hold meeting with sidings owners having static weighbridges and ensure compliance of afore-said instructions.

4.0 GUIDELINES FOR INSTALLATION OF ELECTRONIC IN-MOTION WEIGHBRIDGE(EIMWB) BY PRIVATE PARTIES

4.1 By siding owner in their siding

- 4.1.1 The Electronic in-motion weighbridge installed should comply with Govt. of India Gazette Notification No.381 of 25th July 2001, OIML document and RDSO specification, with latest revision.
- 4.1.2 The weighbridge, weighbridge house and weighbridge siding and such level crossings; gates and gate-lodges should be provided and maintained at the party's own cost.
- 4.1.3 The party should ensure satisfactory and accurate working of the weighbridges and should get the weighbridge certified by the Weights & Measures Department of the State Govt. The party should comply with all statutory and legal provision for operation of weighbridge, if any.
- 4.1.4 The weighbridges should be periodically cross checked by a joint team of officers as prescribed vide Paras 2.6 and 2.8 mentioned above.
- 4.1.5 The weighbridge will have to be linked with FOIS at the cost of party so that Railway Receipt(RR) is issued based on actual weighment.
- 4.1.6 In the case of weighment at private weighbridge, RR will be issued only when Railway staff duly supervised the weighment. In cases where weighment is not supervised by Railway staff, extant instructions regarding weighment and issue of RR will apply.
- 4.1.7 Re-weighment should normally not be done in the case where RR has been issued on the basis of weighment done at private weighbridge duly supervised by Railway staff.

- 4.1.8 There will be no weighment rebate.
- 4.1.9 The party will employ the staff to operate the weighbridge. The cost of such staff shall be borne by the party and no rebate/refund shall be made to the party.
- 4.1.10 No extra free time will be admissible for the purpose of weighment. Demurrage charge for detention of wagons shall be leviable as per extant rules.
- 4.1.11 Other rules and regulations regarding installation, operation and maintenance of weighbridges as laid down from time to time by Railway Administration would apply.

4.2 **By private siding owner on railway land**

- 4.2.1 In case of private sidings, electronic-in-motion weighbridge (EIMWB) should generally be installed in the private land portion. In other words, Zonal Railways should continue to make all efforts to install weighbridge within the siding premises (i.e. on the private land portion) as a matter of general rule or practice.
- 4.2.2 In case it becomes unavoidably essential to install the weighbridge of private siding either wholly or partially on railway land, on account of operational and technical constraints, permission may be granted by the **Divisional Railway Manager**; the location of such EIMWBs would be decided by the Sr. DOM in consultation with Sr. DCM, Sr. DEN and Sr. DME.

(Corrigendum dt.13.08.2020)
- 4.2.3 The cost of procurement (inclusive of the requisite warranty and a post- warranty, five – year comprehensive AMC), installation, maintenance (even after the expiry of the initial warranty and the five- year comprehensive AMC), operation (including staff costs) and replacement of these EIMWBs would be borne by the private siding owner. To this end, concerned Zonal Railways should execute an agreement with the private siding owner, which should specify inter alia that Railways would be free to weigh rakes of customers other than the private siding owner on such weighbridges.
- 4.2.4 After installation, such weighbridges would be treated as Railway’s own weighbridges. While Railways would be the executing agency for functions relating to installation, operation, manning and maintenance of such EIMWBs, the associated costs over its life cycle and replacement thereafter would have to be borne by the private siding holder; to this extent, the private siding holder would no longer have physical ownership rights as such over the weighbridge so installed. A facilitating provision should accordingly form part of the agreement between Zonal Railways and the private siding holder.
- 4.2.5 All other terms and conditions as stipulated in Paras 4.1.1 to 4.1.11 mentioned above will continue to apply unchanged.

4.3 By private party on Railway owned goods sheds

Divisional Railway Manager may permit the installation of electronic in-motion weighbridge by private party at Railway owned goods sheds as per the terms and conditions laid down vide Paras 4.2.2 to 4.2.5 mentioned above.

(Corrigendum dt.13.08.2020)

5.0 Permission for Weightometer/Pre-weighbin system of weighment in private sidings

Zonal Railways may permit Weightometer/Pre-weighbin system of weighment in private sidings on case-to-case basis on joint recommendation of Sr. DOM, Sr. DME, Sr. DEN & Sr. DCM and with the personal approval of DRM duly keeping in view the requirement to avoid manipulation of weighment data. The basic requirements to be kept in view while permitting Weightometer/Pre-weighbin system of weighment to avoid manipulation of weighment data-

(Corrigendum No.2)

- The equipment shall be certified by Weights and Measures Department, and should also meet all extant statutory provisions and policy guidelines
- The system should have proper locking/sealing arrangement to avoid any tampering with the system including software. The ‘admin’ control should be with the Railways.
- One-to-one correspondence between Weight-o-meter discharge and corresponding wagon must be available
- Proper procedure order for normal operations covering precautions to be taken to ensure that wagons are empty before loading and periodical test weighing of this system is available.
- The system should have interface with FOIS to avoid any error in data capture during transmission.

Note: The above list is not exhaustive and Zonal Railways may also consider other conditions/requirements as per their field experience.

6.0 Acceptance of weight provided by Static Weighbridge for Proof of Concept (POC):

(Valid till 30.09.2025)

(Addendum dt.23.02.2024 & Addendum No.2 dt.06.09.2024)

- 6.1 Silo system, provided with Static Weighbridge, is used for loading of loose/bulk commodities. These guidelines will be applicable in case of private sidings with the investment toward (Silo being made by the private party).
- 6.2 The weighment details provided by Static Weighbridge will be taken into account.
- 6.3 Extant guidelines for preparation of Railway Receipt by charging freight as per Permissible Carrying Capacity (PCC) of the wagon and reckoning of overloading based on designed tare weight will be applicable for this system. Empty tare weight of the wagon will not be captured. For the purpose of overloading, the gross weight will be reckoned on the basis of weight provided by Static Weighbridge.

- 6.4 The weighment provided by Static Weighbridge will obviate the requirement of weighing wagon/rake on EIMWB in normal circumstances.
- 6.5 Railway can permit aforesaid system of weighment, in lieu of EIMWB, on case-to-case basis on joint recommendation of Sr. DCM, Sr.DOM, Sr.DME and with the personal approval of DRM while keeping into account the following conditions.
- Static Weighbridge should comply with all requisite specifications/criterion prescribed by concerned State Government authority (e.g. Legal Metrological, Weights & Measures departments etc.) regarding certification, calibration, accuracy class, dimension and other physical (hardware & software) aspects as prescribed from time to time.
 - The system should have interface with FOIS.
 - Adherence to general guidelines issued from time to time, related to tamper proofing, provision of CCTV, joint inspection, etc.
 - A JPO should be issued by the Division duly prescribing protocols of placement & procedure of measurement as issued by Legal Metrology Department and Weight & Measures Department.
 - Any other condition/requirement may be prescribed by Division as per field experience.
- 6.6 All other extant instructions related to PCC, weighment, overloading etc. will continue to apply unchanged.

Zonal Railway may conduct a comprehensive study on impact of these guidelines and submit their report to Board.

7.0 Installation of Road Weighbridge at Goods Shed

(Board's Letter No. TC-1/2021/108/efile/3(3378884) dt.03.01.2022 & dt.15.02.2022)

- 7.1 In consultation with L&A directorate of Railway Board, it has been decided that installation of road weighbridge on railway land at goods shed may be permitted to PSUs (e.g. FCI) only, duly keeping in view the feasibility. Land can be provided to PSU on license basis as per extant policy prescribed vide Board's letter No.2005/LML/18/8 dated 10.02.2005 (*and as amended from time to time*) without any third party encumbrances.
- 7.2 It may be noted that the purpose of road weighbridge will be to enable the freight customer to weigh its consignment before offering the same for loading to Railway. However, Railway Receipts will continue to be prepared as per extant policy guidelines, (*to say – in case of 'standard bags of uniform size' the customer will continue to give undertaking; in case of weighment of wagons, weighment will continue to done as EIMWB etc.*)
- 7.3 These guidelines are applicable to both loading as well as unloading points.

7.4 Clarification:

(Board's letter No. TC-1/2021/108/efile/3 (3378884) dt.16.06.2022)

	Query raised by Northern Railway	Remarks
i.	What will be the railway land, on which FCI will be permitted to install a Road weighbridge, treated as?	Para 4.1 of Board's letter No.2005/LML/18/8 dt.10.02.2005 clearly stipulates that " <i>A Standing Committee of three HODs will be set up at the Headquarters of each Zonal Railway and other Railway Units. The Standing Committee consisting of CE, CCM and FA&CAO shall examine fresh cases connected with railway working indicated in Para 3(a) to (e) and submit it's recommendations to G.M. for approval</i> "
ii.	What will be the method/procedure of granting permission to the PSUs (including FCI) for the installation of Road weighbridge at Railway Goods Sheds? Whether it will be application based? Or, Whether an EOI will have to be invited?	
iii.	It is understood that the operation and the maintenance of the Road Weighbridge will be done by a third party. What will be the terms and conditions of the working of the Road Weighbridge and the roles and responsibilities of the three parties involved, i.e. IR, PSU (e.g. FCI) and the Road weighbridge operator? Whether it will be Tripartite Agreement between the Railways and the PSU or whether it will be a Tripartite Agreement (Railway, PSU and the Road Weighbridge operator)	<p>Board's letter No.TC-1/2021/108/efile/3 (3378884) dt.03.01.2022 stipulates that land can be provided to PSU on license basis as per extant policy prescribed vide Board's letter No.2005/LML/18/8 dated 10.02.2005 (and as amended from time to time) without any third party encumbrances. So, there shall not be involvement of any third party for operation and maintenance of the Road Weighbridge.</p> <p>Any entity allowed to utilize the railway premises whether it is short period or long, is required to be dealt in through a valid instrument (lease/license).</p>