EAST COAST RAILWAY

Commercial Circular No. 69(G)/2014

Office of the
Chief Commercial Manager
Bhubaneswar
Date:12.06.2014

Sub: Guidelines regarding provision, installation and functioning of weighbridges.

Ref: Railway Board's letter No.TC-I/2014/108/2 dtd.12.06.2014 (RATES MASTER CIRCULAR / PROVISION OF WEIGHBRIDGE/2014/0)

****

A Copy of Railway Board's letter No. TC-I/2014/108/2 dtd.12.06.2014 (Rates Master Circular /Provision of Weighbridge /2014/0) is enclosed herewith for information and necessary action.

All concerned to note and act accordingly.

Authority: Railway Board's letter No.TC-I/2014/108/2 dated 12.06.2014.

Encl: As above(11 Pages)

(P.K. BAL)
Asst. Commercial Manager (PM)
For Chief Commercial Manager

No.CCM/225/IWB/Policy/Pt.I

Date: 12.06.2014

Copy forwarded to:
All Station Managers/ Goods Supervisors/Commercial Supervisors /Siding Clerks / Booking Clerk in Charges / Weigh Bridge Clerks / Clerk in Charges / City Booking Agencies / Out Agencies.

Copy for information and necessary action to the:-

COM: ECoR,**SDGM**/ECoR/BBS,**Chairman**/RCT/BBS,**Dy.CVO(T)**/ECoR/BBS,**PO/RCT**/BBS **Dy.COM(FOIS)** /ECoR/BBS, **Audit officer**/BBS. **DRM**: KUR,WAT,SBP/ECoR,
Sr.DOM-KUR,WAT,SBP/ECoR,**Sr.DCM**:KUR,WAT/SBP/ECoR.**Dy.CCM(Claims)**/E.Co.Rly.
FA & CAO :E.Co.Rly , **FA & CAO(T)**/ECoR/BBS, **Traffic Manager**: VZP, Paradeep PortTrust / Paradeep,

(P.K. BAL)
Asst. Commercial Manager (PM)
For Chief Commercial Manager

Sl No. 69(G)/14
Twelve Pages ①

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

No.TC-I/2014/108/2 **New Delhi, dt.12.06.2014**

General Manager(Comml.)
General Manager(Optg.)
All Zonal Railways

Sub: Guidelines regarding provision, installation and functioning of weighbridges

Ref: Board's letters/Circulars under reference:

1. No.TC-1/80/108/7 dt.05.10.1982
2. No.99/TC-I/108/5 dt.1.7.1999
3. No.TC-1/2001/108/4 dt.07.01.2002
4. No.TC-I/2004/109/4 dt.04.11.2004
5. Rates Circular No.12 of 2007
6. No.TC-1/2008/108/3 dt.30.09.2008
7. No.TC-I/2005/108/3Pt. dt.11.11.2009
8. Rates Circular No.32 of 2011
9. No.TC-I/2005/108/3Pt. dt.20.07.2011 & dt.29.07.2011
10. Corrigendum dt.06.08.12 to Rates Circular No.12 of 2007
11. No.TC-I/2004/109/4 dt.16.09.2013
12. Rates Circular No.15 of 2013
13. Nos.TCI/2005/108/3Pt.III dt.26.03.2013, dt.28.02.2014 &.29.04.2014

The guidelines regarding provision, installation and functioning of weighbridge are prescribed in various Board's letters/Circulars. It has been decided to issue Rates Master Circular on the subject by duly consolidating all relevant provisions at one place.

Accordingly, the relevant provisions figuring in the above mentioned Board's letters/circulars and in force as on date have been drawn out and consolidated guidelines on the subject matter are enclosed herewith. All other provisions of the above-mentioned Board's letters/Rates Circulars (and as amended from time to time) holds good.

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

Mehrotra

(Aashima Mehrotra)
Director, Traffic Commercial Rates
Railway Board

No.TC-I/2014/108/2 **New Delhi, dt.12.06.2014**

Copy to:

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

for **Financial Commissioner/Railways**

No.TC-I/2014/108/2 **New Delhi, dt.12.06.2014**

Copy to:

1. Managing Director, CRIS, Chanakyapuri, New Delhi-21.
2. Chief Admn. Officer, FOIS, N. Rly., Camp: CRIS, Chanakyapuri, New Delhi-21.
3. Managing Director, KRCL, Belapur Bhavan, Sector-11, CBD Belapur, Navi Mumbai-400614.
4. Director General, National Academy of Indian Railways, Vadodara
5. General Secy., IRCA, New Delhi.
6. Director, IRITM, Campus: Hardoi Bye-pass Road, Kanausi, Manaknagar, Lucknow-226011
7. Secretary, RRT, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
8. Chief Commissioner of Railway Safety, Lucknow.

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

Copy for information:
CRB, MT, FC, Railway Board
AM(C), AM(T), AM(T&C), AM(IT), Adv(F), Adv(FM), Adv(Infra), Adv(Safety), Adv.TT(M), Adv.(Vig), EDTC/R, EDME(Dev), ED(PG), EDPM, ED(T&C), EDTT(M), EDYT(S), EDYT(F), EDFC, EDVT, ED(S&E), ED(Plg), ED(PPP), ED(PP), DTC(G), DPM, Dir(T&C), DFM, DFC, Railway Board
TC(R), TC(CR), F(C), Safety Branches, Railway Board

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Sub: Provision, installation and functioning of weighbridge

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. *(refer Rates Circular No.32 of 2011)*

1.2 In future, no more new weighbridges for en-route should be planned. All new weighbridges must be installed at the originating points only. 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. *(refer Board's letter No. TC-I/2001/108/4 dt.07.01.2002)*

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 and not by mechanical weighbridge. *(refer Board's letter No. TC-1/80/108/7 dt.05.10.1982)*

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

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. *(refer Board's letter No. TC-1/80/108/7 dt.05.10.1982)*

1.6 Provision of an in-motion weighbridge is mandatory in all new private sidings having outward traffic. *(refer Board's letter No.TC-I/2008/108/3 dt.30.09.2008)*

1.7 All in-motion weighbridges may be linked to FOIS. *(refer Board's letter No.TC-I/2008/108/3 dt.30.09.2008)*

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. *(refer Board's letter No.TC-I/2008/108/3 dt.30.09.2008)*

1.9 New weighbridges shall be 120tonne capacity. *(refer Board's letter No.99/TC-I/108/5 dt.1.7.1999)*

2.0 PROCUREMENT, COMMISSIONING & MAINTENANCE OF WEIGHBRIDGES

2.1 Procurement of new electronic in-motion weighbridges will be arranged by Central Organization for Modernisation of Workshops. Mechanical (Development) Directorate in Board's office will be the nodal Directorate for this purpose. *(refer Board's letter No.99/TC-I/108/5 dt.1.7.1999)*

2.2 Maintenance of weighbridges shall be entrusted to the Mechanical Department of the Railways. *(refer Board's letter No.99/TC-I/108/5 dt.1.7.1999)*

2.3 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. *(refer Board's letter No.99/TC-I/108/5 dt.1.7.1999)*

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

2.5 Mechanical Department will also take action for keeping the weighbridges in working order and get them calibrated regularly from concerned authorities. *(refer Board's letters No.TC-I/2004/109/4 dt.04.11.2004)*

2.6 A team of senior scale/JA Grade Officers drawn from Operating, Mechanical, Civil, Finance Departments should carry out joint inspection at least once in a year to ensure that all the weighbridges are functioning properly and proper procedures are being followed and implemented. The responsibility for proper functioning of the weighbridges and procedures should be at the level of ADRM. *(refer Board's letters No.TC-I/2004/109/4 dt.04.11.2004 & dt.16.09.2013)*

2.7 Functioning of all weighbridges in the Division should be reported in the daily position. If a weighbridge gets out of order then loading shall be permitted upto seven days by DRM; upto 30 days by COM; upto 6 months by GMs with their personal approval. If the weighbridge remains out of order for more than 6 months, it should be brought to the notice of the Board (ME, MM & MT). *(refer Board's letters No.TC-I/2004/109/4 dt.04.11.2004)*

2.8 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. *(refer Board's letters No.TC-I/2004/109/4 dt.04.11.2004 and dt.16.09.2013)*

3.0 REPLACEMENT OF STATIC WEIGHBRIDGES WITH ELECTRONIC IN-MOTION WEIGHBRIDGES

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. *(refer Board's letter No. TC-I/2005/108/3Pt. dt.11.11.2009)*

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. *(refer Board's letter No. TC-I/2005/108/3Pt. dt.11.11.2009)*

3.3 Existing static weighbridges, whose weighments are presently accepted by Railways 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. *(refer Board's letter No. TC-I/2005/108/3Pt. dt.11.11.2009)*

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 Railway should approach Board and obtain specific exemption. *(refer Board's letter No. TC-I/2005/108/3Pt. dt.11.11.2009)*

3.5 In terms of Para 3.4 above, it has been decided to grant exemption from installation of electronic in-motion weighbridge to the following cases upto 30.06.2014:

(i) SAIL/Bhilai Steel Plant and colliery sidings of M/s.SECL over SECR
(refer SECR's letter No.C/SECR/BSP/RB/Pt.III/1673 dt.30.06.2011and Board's letters No. TC-I/ 2005/108/3-Pt. dt.20.07.2011 29.07.2011; No.TC-I/2005/108/3-Pt.III dt.29.04.2014)

(ii) Static weighbridge of M/s. CCL at Karagali, Kathara(W), Kathara(M), Swang(W), Swang(M), Giddi 'A'(W), Giddi 'A'(R), West Sirka & Bhurkunda; of M/s.BCCL at Dugda-I & Dugda-II and M/s.NCL at Jhingurdah over ECR
(refer ECR's letter No.ECR/CRM/FMS/2/Int.W.B./04 dt.01.07.2011and Board's letters No.TC-I/2005/108/3-Pt. dt.29.07.2011, No.TC-I/2005/108/3-Pt.III dt.29.04.2014)

(iii) Rajarapara Washery of M/s CCL over SER
(refer SER's letter No.OP.23/Overloading/EIMWB/Policy/1 dt.21.01.2013 and Board's letters No. TC-I/2005/108/3-Pt.III dt.26.03.2013, dt. 28.02.2014 & dt.29.04.2014)

(iv) M/s. Tata's Washeries at Jamadoba & Bhelatand over SER
(refer SER's letter No.OP.23/Overloading/EIMWB/Policy/2 dt.03.01.2014 and Board's letters No.TC-I/2005/108/3-Pt.III dt.28.02.2014 & dt.29.04.2014)

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: (*refer Board's letter No.TC-I/2005/108/3Pt. dt.11.11.2009)*

(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.

(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. (*refer Board's letter No. TC-I/2005/108/3Pt. dt.11.11.2009)*

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

4.1 **By siding owner in their siding** *(refer Rates Circular No.12 of 2007)*

4.1.1 The Electronic in-motion weighbridge installed should comply GOI, 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 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** *(refer Corrigendum dt.06.08.2012 to Rates Circular No.12 of 2007)*

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 General Manager of Zonal Railways; the location of such EIMWBs would be decided by the COM in consultation with CCM, PCE and CME.

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 **<u>By private party on Railway owned goods sheds</u>** *(refer Board's Rates Circular No. 15 of 2013 dt.27.05.2013)*

General Manager of Zonal Railways 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.

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ANNEXURE

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

No: 2004/DEV.CELL/IDEI/2 Vol. III **New Delhi, Date: 06.06.2012**

Chief Mechanical Engineer,
All Indian Railways.

Sub:- Areas of responsibilities among various departments. Policy guidelines on Electronic in-motion weighbridges.

Ref:- Railway Board's letter No. 2004/Dev.Cell/IDEI/2 dated 30.03.2007.

*****

The issue of distribution of areas of responsibilities pertaining to functioning of electronic in-motion weighbridges issued from Mechanical and Traffic directorates were under deliberation since long.

The proposed revised areas of responsibilities among various departments of zonal Railways to ensure proper functioning of electronic in-motion weighbridges under consideration by Board is as under:-

SN	Area of Responsibility	Department
1.	Justification of new weighbridges	Operating Deptt. in consultation with Commercial Deptt.
2.	Location of new weighbridges	Traffic Transportation in consultation with Commercial, Traffic & Mechanical Deptt.
3.	Finalisation of Site Plan *	Traffic Transportation in consultation with Commercial Deptt. (with coordination of Engineering, Electrical & Mechanical Departments
4.	Indenting of new weighbridges/ Technical specification with Commercial Department as consignee.	Mechanical
5.	Procurement	Stores
6.	Technical support for Installation & Annual Maintenance Contract (AMC)	Mechanical
7.	Operation, Manning & Record Keeping	Traffic Commercial
8.	Overloading of wagons a) Proper Functioning of weighbridges b) Levy of Punitive Charge c) Weight adjustment	 Mechanical Traffic Commercial Traffic Transportation/Traffic Commercial
9.	Dealing with complaints a) Levy of Punitive Charge b) Defects in weighbridges	 Traffic Commercial Mechanical
10.	Replacement of over-aged weighbridges	Mechanical

* The requirement for a weighbridge at any new location will be decided by the Operating and Commercial departments. Operating department will submit justification to the Mechanical department for processing finance vetting and competent authority's approval on the M&P Programme file.

Once the item is approved for inclusion in M&P Programme, Sr. DME of the division concerned will be asked to send a vetted indent alongwith a site plan approved by Divisional officers and DRM.

This site plan will be approved by COM and CME from operation and technical points of view before sending the indent to COS for procurement.

It is requested to send your comments on the above issues viewed with reference to implementability in the field, duly taking traffic view point. This may be sent at the earliest at dirdev@rb.railnet.gov.in.

6/6/12

(Ajay Singh)
Director ME(Dev.)
Mob: 9958293615