

EAST COAST RAILWAY

Office of the
Principal Chief Commercial Manager
1st Floor, Rail Sadan
C.S.Pur, Bhubaneswar-17

Date: 15.07.2019

Commercial Circular No.141(G)/2019

Sub: Guidelines regarding provision and functioning of weighbridges.

Ref: Rates Master Circular/Provision of Weighbridge/2014/0 dated 12.06.2014 and Corrigenda thereto {circulated vide CCM/ECOR's Commercial Circular No.69(G)/2014 dated 12.06.2014 and Corrigendum / Addendum thereto}.

A copy of Railway Board's letter No. TC-I/2019/108/1 dated 11.07.2019 (Rates Master Circular /Provision of Weighbridge/2019/0) regarding "Guidelines on provision and functioning of weighbridges" is enclosed herewith for information and necessary action.

All concerned to note and act accordingly.

Authority: Railway Board's letter No. TC-I/2019/108/1 dated 11.07.2019 (Rates Master Circular /Provision of Weighbridge/2019/0).

Encl: As above (09 pages).



(A.K.Taldi)

Dy.Chief Commercial Manager(C & R)
For Principal Chief Commercial Manager

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

Date:15.07.2019

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:-

PCOM: ECoR/SER/SECR/NR/NFR/ER/SR/SCR/WR/NER/CR/SWR/NCR/NWR/WCR/ECR/KRly.
SDGM/ECOR/BBS, **Chairman/RCT/BBS,** **Dy.CVO/ECOR/BBS,** **Dy.COM(FOIS)/ECOR/BBS,**
PO/RCT/BBS, **CAO(FOIS)/NDLS,** **Audit officer/BBS.** Rates Section /CCM/ECOR/BBS -10
sets **DRM:** KUR,WAT,SBP/ECOR, **Sr.DOM-** KUR,WAT,SBP/ECOR, **CAO(FOIS),** CRIS/NDLS
Sr.DCM :KUR,WAT/SBP/ECOR. **Dy.CCM(Claims)/E.Co.Rly,** **PFA** / E.Co.Rly, **FA &**
CAO(T)/ECOR/BBS **Traffic Manager:** VZP, Paradeep Port Trust / Paradeep.



(A.K.Taldi)

Dy.Chief Commercial Manager(C & R)
For Principal Chief Commercial Manager

SL NO. 141 (G) 19

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Government of India (भारत सरकार)
Ministry of Railways (रेल मंत्रालय)
(Railway Board)(रेलवे बोर्ड)

No.TC-I/2019/108/1

New Delhi, dt. 11.07.2019

General Manager
 All Zonal Railways

Sub: Guidelines regarding provision and functioning of weighbridges
 Ref: Board's circulars and letters listed below-

- | | |
|---|---|
| 1 Rates Master Circular/Provision of Weighbridge/2014/0 dt.12.06.2014 | |
| 2 Corrigendum dt.09.07.2014 | 12 No.TC-I/2014/108/2 dt.03.03.2016 |
| 3 Corrigendum No.2 dt.09.09.2014 | 13 No.TC-I/2014/108/4 dt.21.03.2017 |
| 4 Corrigendum No.3 dt.05.11.2014 | 14 No.TC-I/2005/108/3 Pt.IV dt.13.12.2017 |
| 5 Corrigendum No.4 dt.15.04.2015 | 15 No.TC-I/2014/108/4 dt.07.03.2018 |
| 6 Corrigendum No.5 dt.30.10.2015 | 16 No.TC-I/2014/108/4 dt.07.08.2018 |
| 7 Corrigendum No.6 dt.29.03.2017 | 17 No.TC-I/2014/108/4 dt.26.09.2018 |
| 8 Corrigendum No.7 dt.10.01.2018 | 18 No.TC-I/2015/108/8 Pt. dt.13.03.2019 |
| 9 Corrigendum No.8 dt.13.03.2018 | 19 No.TC-I/2014/108/2 dt.01.04.2019 |
| 10 Corrigendum No.9 dt.28.09.2018 | |
| 11 Addendum dt.18.06.2018 | |

Please refer to Board's letters/Circulars under reference regarding provision and functioning of weighbridges.

It has been decided to issue comprehensive guidelines on the subject by consolidating all extant guidelines at one place. Accordingly, 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 are enclosed herewith.

All concerned may be advised to follow the extant guidelines scrupulously.

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

Shilpi Bishnoi
 (Shilpi Bishnoi)
 Director, Traffic Commercial (Rates)
 Railway Board

SL NO. 141 (G) 19

No.TC-I/2019/108/1

New Delhi, dt. 11.07.2019

Copy to:

1. **Principal Financial Adviser**, all Zonal Railways
2. **Dy.C&AG(Rlys)**, Room No.222, Rail Bhavan, New Delhi.

P. S. S.
11.3.19
for **Financial Commissioner(Railways)**

No. TC-I/2019/108/1

New Delhi, dt. 11.07.2019

Copy to:

1. **Principal Chief Commercial Manager**, all Zonal Railways
2. **Principal Chief Operations Manager**, all Zonal Railways
3. **Managing Director, CRIS**, Chanakyapuri, New Delhi-21.
4. **Chief Admn. Officer, FOIS**, Camp: CRIS, Chanakyapuri, New Delhi.
5. **MD, 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**, Vill-Kanausi, Manaknagar, Lucknow-226011

Shilpi Bishnoi
11/07/19
(**Shilpi Bishnoi**)
Director, Traffic Commercial (Rates)
Railway Board

Copy for information:

CRB, MT, FC, Railway Board

AM(T), PED(Comml.)/R&M, PED(F), PED(TT/M), PED(A/c), PED(Vig.), EDTC(R), ED(FM), ED(PG), EDTT(S), EDTT(F), ED(Coal), EDFC, EDVT, ED(C&IS), OSD/MR, Railway Board
TC(R), TC(CR), F(C), Safety Branches, Railway Board

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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 Govt. 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/IPt.2 dt.09.11.2001 and dt.10.12.2001 (and as amended from time to time) may be referred to.

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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 weightment. 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.Cel/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.

SLP. Kumar
11/7/19

[Signature]
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- 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.

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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. there 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.

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- 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 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.

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4.3 By private party on Railway owned goods sheds

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.

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 PCOM, PCME, PCE & PCCM and with the personal approval of GM 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-

- 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.

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