

EAST COAST RAILWAY

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

Commercial Circular No.234 (G)/2024

Date:02.07.2024

Sub: System based calculation of Detention Charges for Load Adjustment.

Ref:(i) Rates Master Circular /Weighment/2019/0 and its Corrigendum No.2
(Circulated vide this office Commercial Circular No.150(G)/2019 dated
25.07.2019 and its Corrigendums)
(ii) Board's letter No.TC-1/2021/109/3(3368295) (Copy enclosed)

A copy of Railway Board's letter No.TC-1/2021/109/3(3368295) dated 02.07.2024 regarding "System based calculation of Detention Charges for Load Adjustment" is enclosed herewith for information and necessary action.

All concerned to note and act accordingly.

Authority: Railway Board's letter TC-1/2021/109/3(3368295) dated 02.07.2024

Encl: As above (02 pages)

P. Rana
25/7/2024

(Preeti Rana)

Dy.Chief Commercial Manager (FS)

No.PCCM/225/IWB/Pt.XIII

Date: 02.07.2024

Copy forwarded to:

All Station Managers/ Goods Supervisors/Parcel Supervisors/Commercial Supervisors
/Siding Clerks / Booking Clerk in Charges / Weigh Bridge Clerks / Clerk in Charges /
Commercial Movement Inspectors.

Copy for information and necessary action to the:-

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

P. Rana
25/7/2024

(Preeti Rana)

Dy.Chief Commercial Manager (FS)

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

No.TC-1/2021/109/3 (3368295)

New Delhi, dt.02.07.2024

Pr. Chief Commercial Manager
All Zonal Railways

Managing Director/CRIS
Chief Admin. Officer/FOIS

Sub: System based calculation of Detention Charge for Load Adjustment

Ref: (i) Rates Master Circular/Weighment/2019/0 and its Corrigendum No.2

(ii) Board's letter No.TC-I/2020/108/efile/1 dt.28.09.2020

Extant guidelines regarding levy of Detention Charge in case of Load Adjustment of overloaded wagon/rake are prescribed vide Para 4.3 of Rates Master Circular/Weighment/2019/0.

Presently, Detention Charge for Load Adjustment are calculated manually. Suggestions have been received for the system based collection.

The matter has been examined and it has been decided that Detention Charge for Load Adjustment should be collected through the system, under distinct name as "*Detention Charge for Load Adjustment*" as it is not waivable, as per the methodology given below-

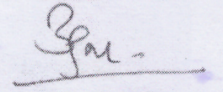
Methodology for reckoning and collection of Detention Charge for load adjustment

1. Detention Charge for Load Adjustment should be calculated through the system(TMS/FOIS), under distinct name as "*Detention Charge for Load Adjustment*".

2. CRIS/FOIS will make provision in the system for feeding the time of placement of rake for load adjustment and time of completion of load adjustment, for automatic calculation of Detention Charge.

3. Division where load adjustment is carried out will be responsible for feeding the time of placement of rake for load adjustment and time of completion of load adjustment in the system. Sr. DCM will decide the location for feeding of such data in the system either at Commercial Control or at a suitable location having TMS/FOIS. The details of load adjustment may be communicated to the originating station for billing of Detention Charge (refer Board's letter No.TC-I/2020/108/efile/1 dt.28.09.2020)

4. Originating station will ensure collection of due Detention Charge for load adjustment. It should be collected in the concerned RR. In case RR has already been issued before completion of load adjustment, originating station will collect the charge from the customer either through E-payment system or Online Payment mode or conventional mode (Bank Draft etc.). This will also be applicable in the case of enroute weighment.



अतुल कुमार

संयुक्त निदेशक (दर) I

रेलवे बोर्ड

SL No. 234(4)/2024 (02 pages)

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

No.TC-I/2020/108/efile/1

New Delhi, dt.28.09.2020

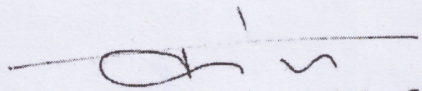
General Managers
All Zonal Railways

Sub: Guidelines regarding provision of weighbridge and weighment of rakes
Ref: (i) Rates Master Circular/Provision of weighbridge/2019/0 and its amendments
(ii) Rates Master Circular/weighment/2019/0 and its amendments
(iii) Board(CRB)'s letter No.TC-I/2020/108/efile/1 dt.14.08.2020

The extant guidelines regarding provision of weighbridge and weighment of rakes as prescribed vide Board's circulars/letter under reference are reiterated.

Further, Member Finance(Railway Board) has desired for strict compliance of the following guidelines -

- i. All loading points must have notified associate weighbridges either at loading point or en-route
- ii. FOIS connectivity is required to be made with the weighbridges and loading point/unloading point to avoid manual intervention and to ensure collection of punitive charge for overloading before delivery of consignment at the destination, as per Para 1820 of IRCM Vol-II
- iii. PCC and Tare weight of wagons may be updated in the weighbridge software where integration with FOIS is established. This should be targeted item of work action needs to be taken so that physical supply of wagons matches with the RMS/TMS data.
- iv. Action may be initiated to rectify the consists(type of wagons a rake) in the system (as per physical type and sequence) in the yards located in respective Zones. Arrangements to hand over FOIS generated Vehicle Guidance to Crew from Major Exam points have been already implemented on SER. The same needs to be implemented in other Zonal Railways.
- v. CGS/station staff should prepare the vehicle guidance correctly giving the wagon type and number correctly as per sequence of the rake before placement of rake at loading point.
- vi. All privately owned weighbridges should be linked with FOIS at the cost of the party
- vii. For weighment of traffic which cannot be weighed on the loading Railway's weighbridge due to loading station being close to Zonal inter-change point, a joint circular needs to be issued between concerned Zonal Railways
- viii. In case of load adjustment of overloaded wagons at other than originating station, the details of load adjustment may be communicated to the originating station for billing of Detention charge.
- ix. Weighment of all rakes, except where dispensation is permitted, may be ensured and its translation into financial terms


(Barjesh Dharmani)
Exec. Director, Traffic Commercial(Rates)
Railway Board

Copy for necessary to:
PCCM, PCOM, PFA, all Zonal Railways
CAO(FOIS), GM(FOIS)/CRIS

SL NO. 234(5)/2024 82 (02 Pages)