

दक्षिण पश्चिम रेलवे  
SOUTH WESTERN RAILWAY



मंडल कार्यालय /Divisional Office  
वाणिज्य शाखा /Commercial Branch  
Mysore-570001

सं वाई सी/No. Y/C. 518/Comml.Circu/MYSDN/2021

दिनांक Date: 02-06-2021

**Commercial Circular (Coaching) No.11/2021**  
**Rate advice No.05 of 2021**

विषय/Sub: Guidelines regarding weighment of parcel traffic – loaded in SLR's, VPs, PCET's  
etc..

संदर्भ/Ref: DFM/Railway Board letter No.2019/TC(FM)/11/10 dated 03-05-2021.

**(Freight Marketing Circular No 07 of 2021)**

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Ministry of Railways has decided that the following guidelines shall be followed for Weighment of Parcel Traffic:

**1.0 Weighment of 'leased/indented Parcel Vans':**

- 1.1 The originating station shall weigh at least 20% of the total leased parcel traffic loaded in SLR/VPs, on daily basis, in such a manner that entire leased traffic, originating from a station is weighed in rotation. In case of leased traffic, if en-route loading is permitted this provision shall also be applicable on en-route loading station (s).
- 1.2 Consignments loaded in indented Parcel vans shall be weighed before loading. In case it is not possible to weigh the consignments at the loading station, the concerned CPS shall record the reasons for the same in writing and also convey message to the destination station. Consignments once weighed shall not be weighed again, except as per the provision of Para 5.0.
- 1.3 Tolerance limit:** With a view to account for possible variations in weighbridges, etc, a tolerance up to **5%** over the Permissible Carrying Capacity for each compartment shall be permitted in case of **SLRs**. The tolerance limit of **1.0 tonnes** over the Permissible Carrying Capacity shall be permitted in case of **Parcel Vans** (VPH, VPU, VP, etc.)

**1.4 Punitive Charges for Overloading:**

- 1.4.1** If the weight of loaded consignment in a SLR or Parcel Van exceeds the Permissible Carrying Capacity of the compartment/vehicle, but remains within the tolerance limits prescribed in para 1.3 above, normal freight shall be charged from the consignor/consignee/lease holder for the actual weight in excess of permissible CC.
- 1.4.2** However, if weight of **SLR** is found beyond the Permissible Carrying Capacity plus the Tolerance, the following punitive charges shall be recovered from the consignor/consignee/lease holder:
  - (i) Normal lump-sum leased freight for weight in excess of Permissible Carrying Capacity of the compartment, plus
  - (ii) Punitive Charges equivalent to two (02) times the freight at scale-'R' for entire excess weight from origin to the point of detection of overloading, plus
  - (iii) Penalty of Rs.10,000/- per compartment/vehicle, plus
  - (iv) Any other punitive actions as per extant policy provisions.
- 1.4.3** However, if weight of **Parcel Van** is found beyond the Permissible Carrying Capacity plus the Tolerance, the following punitive charges shall be recovered from the consignor/consignee/leaseholder:

- (i) Normal lump-sum leased freight for weight in excess of Permissible Carrying Capacity of the vehicle, plus
- (ii) Punitive Charges equivalent to two **(02)** times the freight at Scale-'R' for entire excess weight from origin to the point of detection of overloading, if Parcel Van has been overloaded upto 03 tonnes (including the tolerance)

**'OR'**

- Punitive Charges equivalent to six (6) times the freight at scale-'R' for entire excess weight from origin to the point of detection of overloading, if Parcel Van has been overloaded above 03 tonnes (including the tolerance), plus
- (iii) Penalty of Rs.10,000/- per compartment/vehicle, plus
  - (iv) Any other punitive actions as per extant policy provisions.

1.5 If weighment of SLR/VP has been done at the originating station or at any intermediate station, and is found to be overloaded beyond the tolerance limit, the entire excess weight would be offloaded at the point of detection, and the consignor/consignee/leaseholder will have to take delivery of this part consignment or 'as is where basis is' basis at the point of detection of overloading. Railways shall not be responsible for any damage, deterioration or loss to the excess consignment due to off-loading of parcels. The entire cost of offloading shall be borne by the consignor/consignee or leaseholder. However, no punitive charges shall be levied, if the customer carries out load adjustment at the Originating Point. Overloading of parcels, beyond the permissible limit, shall in no case, be allowed to be carried in the vehicle.

2.0 **Weighment of Indented Parcel Special Trains and Leased PCET's:**

2.1 Weighment of Indented Parcel Special Trains and Leased PCET's should be done once, preferably at the originating station, or at the first in-motion weighbridge, or at the destination station. However, each rake shall be weighed only once during the entire journey.

2.2 **Tolerance limit:** with a view to take care of weighment tolerance in indented Parcel Special Trains and Leased PCETs, a tolerance up to **1.0 tonnes** on permissible carrying capacity of a Parcel Van (VPH, VPU, VP, etc.) may be permitted.

2.3 **Punitive Charges for loading beyond permissible carrying capacity:**

2.3.1 In case of indented Parcel Special Trains and leased PCETs, if weight of any Parcel Van exceeds the permissible carrying capacity of the vehicle but remains within the prescribed limit of tolerance (and the total weight of the train remains within the tolerance limit prescribed for the full rake), normal freight shall be charged from the Consignor/consignee/leaseholder for the actual weight in excess of permissible CC.

2.3.2 However, if weight of Parcel Van is found beyond permissible carrying capacity plus tolerance (or the weight of the train is found beyond the permissible carrying capacity **plus** tolerance for the full rake), punitive charges shall be recovered from the Consignor/consignee/leaseholder as follows:

- i. Normal lump-sum leased freight for weight in excess of permissible carrying capacity of the vehicle, **plus**
- ii. Punitive charges equivalent to **two (02)** times the freight at Scale-'R' for entire excess weight from origin to the point of detection of overloading, if parcel van has been overloaded **upto 03 tonnes** (including the tolerance)

**'OR'**

- Punitive Charges equivalent to **six (06)** times the freight at Scale-'R' for entire excess weight from origin to the point of detection of overloading, if Parcel Van has been overloaded **above 03 tonnes** (including the tolerance), **plus**
- iii. A penalty of Rs.10,000/- per overloaded vehicle, **plus**
  - iv. Any other punitive actions as per extant policy provisions.

- 2.4 If weighment of Parcel rake has been done at the originating station or at any intermediate station, and is found to be overloaded beyond the tolerance limit, the entire excess weight would be offloaded at the point of detection, and the consignor/consignee/leaseholder will have to take delivery of this part consignment on 'as is where basis is' basis at the point of detection of overloading. Railway shall not be responsible for any damage, deterioration or loss to the excess consignment due to off-loading of parcels. The entire cost of offloading shall be borne by the consignor/consignee/leaseholder. However, no punitive charges shall be levied, if the customer carries out load adjustment at the Originating Point. Overloading of parcels, beyond the permissible limit, shall in no case, be allowed to be carried in the vehicle.

**1.0 Physical Verification in case of Consignments of Branded Items:**

- 1.1 Consignments consisting entirely of 'standard packets of uniform size (s)' shall be exempted from mandatory weighment at the weighbridges with a proviso that at least 5% of rakes should be subjected to weighment. This implies that Parcel Vans loaded with branded items like dairy products, FMCG, etc. – in standard packets of uniform size (s)- are exempted from weighment. The term 'branded items in standard packets of uniform size (s)' denotes all Packets, Bags, Cartons, Tins, Drums, Rolls, Containers and bottles, ets, of standard size and uniform weight, with weight stenciled/printed on the packets.

While booking such consignment, the customer will give a written undertaking in the forwarding note stating that the packets are standard packets, and are of standard size (s) filled with uniform weight commodity. However, the consignment consisting partially or fully of non-standard packets or in loose conditions should continue to be subjected to weighment, in terms of the provisions stipulated in para 1 and 2 above.

- 1.2 In case of dispute regarding overloading detected (as a result of surprise check) in respect of consignments of branded items which are of standard size(s) and uniform weight, with weight stenciled on the packets (such as dairy products, FMCG, etc) – the number of packets in Parcel Van(s) detected to be overloaded may be counted and the average weight of a packet may be determined by weighing few packets on random basis in each different segment of consignment(s) loaded, at the **Destination Point**, in the presence of the representatives of the consignor/consignee and two gazette Railway officers (one from Commercial or Operating departments, and the second from any other department). Punitive charges already raised may be revised based on the payload determined in this manner, with the approval of Sr.DCM of the Division of the destination point.
- 1.3 The time for which Parcel Van/rake waits for the start of physical verification shall not be considered against the free-time for unloading available with the Party.
- 1.4 If the weighment of Parcel Van/rake loaded with standard packets of uniform size(s) has been done at the originating station, then the physical verification (as detailed in paara 3.2 above) shall be conducted at the originating station itself.  
If overloading is detected in such Parcel Van/rake after physical verification, then the Party shall be liable to pay Detention Charges, Shunting Charges, ans all other applicable charges as per rules. (these charges, however, shall not be applicable in case no overloading is found after physical verification).

- 4.0 Weighment sheet in each case (as stipulated in Para 1,2 & 3) shall be countersigned by representatives of the consignor/consignee/leaseholder.

- 1.0 **Surprise Checks:** Notwithstanding anything contained in this Circular, random surprise checks should be given by Vigilance Officer in JA Grade and above, or by Commercial Officer in SA Grade and above, in addition to DRMs and GMs.

These instructions shall be applicable with immediate effect. All concerned may be advised to follow the guidelines scrupulously.

This issues in consultation with the Coaching and Mechanical Engineering Directorates, and with the concurrence of Finance Directorate of Ministry of Railways.

Please Note and notify to all the staff concerned accordingly.

Previous Commercial Circular (Coaching) No.10/2021 regarding Engineering distance for Halligudi Halt Station
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**(Dr Manjunath Kanamadi)**  
**Senior Divisional Commercial Manager**

**To: All CCI/CBSR/SMR/CRS/CPSR/CCOR of Mysore Division for information**