

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

No. 2008/TT-III/73/20

Rail Bhawan, New Delhi, dt. 29.09.2008


The General Managers,
All Indian Railways

Sub: Procedure for calculation of stabling charges on BLC/BLL rakes owned by Container Train Operators.

- 1.0 Stabling charges are to be recovered as per Railway Board's letter No.TC-I/98/201/4 dated 17.1.2008 or extant rate notified by Railway Administration from time to time.
- 2.0 As per Concession Agreement para7.6.1(iii), in case the Concessionaire's Train suffers detention en route due to any reason attributable to the Concessionaire, he will be liable to pay stabling charges.
- 3.0 In order to streamline the recovery of stabling charges following procedure should be adopted by all the Zonal Railways:
 - 3.1 When congestion occurs at a terminal owned by an entity other than the Indian Railways, the Railway will first stable rakes for the terminal on its own system advising the Division on which stabling has occurred, to raise stabling charges as per the Railway Board's letter No. TC-I/98/201/4 dated 17.1.2008 or extant rate notified by Railway Administration from time to time.
 - 3.2 If the congestion persists and the terminal Railway is forced not to accept rakes for the terminal from other Zonal Railways, the Zonal Railway on which the terminal is located will issue a recorded control message, indicating message number and date and time of issue of message, to all the Railways informing them of its inability to accept rakes for the terminal. A copy of the message issued should be marked to TAO office of the concerned Railways.
 - 3.3 This message will specially state that the trains are being refused due to congestion at the terminal on account of the concessionaire. Each Control Office will keep a record of such messages. Chief Controller or a person authorized on his behalf will personally ensure that the instructions contained in para 3.4 and 3.5 below are strictly and accurately complied with by the station staff where stabling of container train takes place.
 - 3.4 When a rake for a congested terminal is stabled at a station on account of such message, the Station Master concerned will record under his signature the details of the message of the issuing railway and the date and time of stabling. The Station Master will also specifically record on the vehicle guidance of the train that the stabling is on account of the concessionaire.
 - 3.5 On removal of the congestion at the terminal, the terminating Railway will give a recorded message confirming its ability to accept the trains for the

terminal. A copy of this message should be marked to TAO of the concerned Zonal Railways. This message will have a number, date and time of its issue and will have a reference to the earlier message regarding non-acceptance. On receipt of the message, the Station Master of the Station where the train for terminal is stabled will make an endorsement under his signature on the Vehicle Guidance recording the time and date when acceptance has been issued by the terminal Railway.

- 3.6 Station Master referred to in these instructions would mean the Station Master himself or any other authorized staff on his behalf.
- 3.7 The concessionaire will be liable to pay stabling charges for the duration from the time when the train was stabled due to non-acceptance of the rake on account of congestion and up to the time when the acceptance message was issued.
- 3.8 For the purpose of determining the period of stabling on concessionaire's account, the endorsements on the vehicle guidance as given in sub-para 3.4 and 3.5 above will be referred to.
- 3.9 At the destination station, before giving delivery of the containers, vehicle guidance will be checked. In case stabling has been recorded on account of the concessionaire, stabling charges will be recovered as per Para 7.6 of the concession agreement. A watch may also be kept by TAO office of destination Railway. TAO may watch the recovery of stabling charges by developing a suitable mechanism in the office or through the TIA. Provided however that Stabling Charges shall be levied only where the detention of the Concessionaire's train is for a period in excess of 4 (Four) hours.
- 3.10 It is clarified that stabling charges will be levied when stabling occurs due to any of the reasons mentioned in Para 7.6.1 of the concession agreement.
- 4.0 The above instructions will come in force with effect from 10.10.2008.
- 5.0 Necessary instruction may be issued to the staff concerned.
- 6.0 This issues with the concurrence of Finance and Commercial Directorates of the Railway Board.


(S.K. Das)
Exe. Director Traffic Trans. (F)
Railway Board

Copy to: Managing Director, CRIS, Chanakya Puri, N.Delhi.
Managing Director, KRCL, Belapur Bhavan, New Mumbai.
Director General, Railway Staff College, Vadodara.
The Chief Administrative Officer, FOIS, Tilak Bridge, N.Delhi.
Chief Commercial Managers, all Indian Railways.
Chief Operation Managers, all Indian Railways.
All Container Train Operators.

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New Delhi, dated 29.09.2008

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(2) ADAI/Railways (with 45 spare copies)

For Financial Commissioner (Railways)

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