

COMPENDIUM

Container Rail Terminal(CRT)

Haulage Charge (Haulage Charge per TEU & Container Class Rate)

Hub & Spoke System of Charging

As prescribed vide
Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0
Rates Circular No.20 of 2018
Rates Circular No.22 of 2017
and
Subsequent Amendments/Clarifications

(Note: This is a compilation of extant guidelines on the subject matter. Reference to subsequent Board's circulars/letters have been given with regard to amendments/clarifications and the same be referred to)

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Chapter-I

CONTAINER RAIL TERMINAL

(Corrigendum No.49 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

- 1.0** Guidelines regarding operation of container trains by Private Container Operator(PCO) in Railway owned terminals notified as Container Rail Terminal(CRT) are given below.
- 2.0 General guidelines**
 - 2.1 Operation and handling of conventional and container trains will be treated equally. However, it must be ensured that railway's business interests are not compromised.
 - 2.2 Depending upon assessment of requirement, Zonal Railways may notify one or more Container Rail Terminals(CRTs) at a railway owned terminal in accordance with procedure laid down under Para 4 of this chapter.
 - 2.3 The CRTs will provide Common User Facilities for all PCOs. No PCO will be provided 'exclusive use' of any Rail Facility except under relevant guidelines specifically issued by Railway Board to regulate provision of such facilities for PCOs. All PCOs will have access to any CRT on a non-exclusive basis on a 'first come first serve' basis.
 - 2.4 Use of ground at a CRT will be permitted to only one PCO at a time.
 - 2.5 CRTs will provide facilities for handling container trains by all PCOs.
 - 2.6 The extant policy and practices regarding imposition of restriction for loading to and from a terminal will also be applicable for container train operation at CRTs.
 - 2.7 No CRT will provide container or cargo storage facilities (akin to an ICD or DCT). No staff should be deployed on exclusive basis for any CRT. No permanent container or cargo storage facility will be provided at any CRT.
 - 2.8 All CRTs will function round the clock for which necessary facilities should be provided. However, relaxation may be granted from round the clock functioning at any CRT with the personal approval of GM.
 - 2.8.1 **Night Incentive:** At Container Rail Terminal (CRT) where round the clock working is implemented, 50% of the time during 22:00 to 06:00 Hours will be reckoned for calculation of free time so as to incentivize CTOs to handle container traffic expeditiously. This incentive will be admissible for calculation of permissible free time for loading and/or stuffing the containers and/or unloading and/or de-stuffing containers on a container train and/or usage of ground at CRTs. This incentive shall not be permitted on excess detention beyond free time falling during 22:00 to 06:00 Hours.
 - 2.9 Custody, security and responsibility for the containers and cargo on ground awaiting removal, stuffing, de-stuffing, unloading or loading will be with the PCO.

3.0 Charges

Following charges will be paid by PCOs for handling containers at any CRT.

3.1 Terminal Access Charge

- 3.1.1 Private Container Operators(PCOs) dealing with their container trains at railway owned terminals notified as Container Rail Terminals(CRTs) will be required to pay Terminal Access Charge(TAC) at the rates as notified from time to time by Railway Board. Present rate of Terminal Access Charge is ₹ 1,60,000/- per rake per terminal. In case of terminals owned by PCO, TAC is not leviable. As a incentive for handling of container traffic at Group-III CRTs, the rate of TAC will be 50% of the prevailing rate of Terminal Access Charge.

Type of Container Rail Terminal (CRT)	Rate of Terminal Access Charge (TAC) (per rake per terminal)
Group-I CRT	Base rate (which at present is ₹1,60,000/- per rake per terminal)
Group-II CRT	
Group-III CRT	50% of the base rate

Zonal Railway must ensure timely review of classification of CRTs as per Para 3.3.3 of this Chapter.

- 3.1.2 Charges mentioned above will be levied on per rake basis, irrespective of the actual rake composition or actual number of containers on a train or actual number of wagons or containers handled at the CRT.
- 3.1.3 Terminal Access Charge (TAC) will be collected at the time of preparation of RR. The methodology for levy of TAC is given below:

Type of rake handling at CRT	Terminal Access
Loaded rake in and empty flats out	1 x Rate of TAC
Empty flats in and loaded rake out	1 x Rate of TAC
Loaded rake in and loaded rake out	1 x Rate of TAC
Chassis handling	1 x Rate of TAC

Note: Here, 'loaded' mean flats loaded with either empty containers or containers loaded with goods.

3.2 Permissible Free time and Detention Charge for Use of CRTs

- 3.2.1 Total Permissible Free time at CRTs for loading and/or stuffing the containers, and/or unloading and/or de-stuffing the containers on a container train will be 9(nine) hours, irrespective of the activity or activities done on the rake and number of operations performed (chassis stuffing and de-stuffing, single operation, double operation etc).
- 3.2.2 Free time will commence from the time of placement of the first wagon of the container train.
- 3.2.3 A container train will be considered to be released at the time at which the last wagon of

the rake is released i.e. at the time at which the rake has been released in its entirety and is available for removal from the placement line(s).

- 3.2.4 Detention Charge will be levied for occupation of CRTs beyond the permissible free time up to the time of release of the rake.
- 3.2.5 Detention Charges will be levied for 45 BLC wagons irrespective of the actual number of wagons or containers in the rake or the number of wagons or containers actually dealt with at the CRT concerned.
- 3.2.6 Detention charge would be levied at the prevailing rate of Demurrage Charge, which at present is Rs.150/- per wagon per hour or part thereof.
- 3.2.7 PCCM/PCOM (whoever is designated for dealing with demurrage) of a Zonal Railways may notify a higher Detention Charge (up to six times the normal rate). Higher Detention Charge will be applied for those PCOs who take excessive time to release their rakes or do so repeatedly.

3.3 Ground Usage Charge

- 3.3.1 Ground Usage Charge will be levied for the use of ground at CRT.
- 3.3.2 PCOs will be permitted a free time for use of ground at the CRTs.
- 3.3.3 Permissible Free time for use of ground for dealing with a container train will be same as is permitted under Wharfage rule for goods traffic, irrespective of the activity or activities done on the rake and number of operations performed (chassis stuffing and de-stuffing, single operation, double operation etc.), which at present is as under:

Type of goods shed*	Free time (in hours)
Group-I	12
Group-II	15
Group-III	72

*Type of goods shed will be determined as per the guidelines prescribed under Wharfage rule.

#Methodology for counting of container rakes for the purpose of classification of railway premises:

Type of handling of container rake at CRT	Number of rake to be counted
Loaded rake in and empty flats out	One
Empty flats in and loaded rake out	One
Loaded rake in and loaded rake out	Two
Chassis stuffing & de stuffing of rake	Two
Partially loaded in and partially loaded out and vice versa	Two
Partially loaded in and fully loaded out	Two
Fully loaded in and partially loaded out	Two

(Board's letter No. TC-I/2020/302/1 (3314290) dt.26.02.2024)

- 3.3.4 Free time for the purpose of Ground Usage Charge will commence from the expiry of

the free time for loading and/or unloading the container traffic. Ground Usage charge will be levied after expiry of the Permitted Free time till the time all containers and cargo are removed from the ground by the PCO and ground becomes available to be allotted to the next PCO.

- 3.3.5 However, if advance stacking has been availed by the PCO, Ground Usage Time will commence from the time advance stacking has been permitted to the time all cargo and containers are removed and ground made free for use by the next container train. Ground Usage Charge will be levied after making allowance for permissible free times for advance stacking and for ground usage.
- 3.3.6 Ground Usage Charge will be levied on per train per hour basis irrespective of the number of container or the goods on the ground.
- 3.3.7 Ground Usage Charge will be levied for full rake of 45 wagons at the prevailing rate of Wharfage charge, as under:

Type of goods shed	Present rate of Wharfage charge (per wagon per hour or part thereof)		Rate of Ground Usage Charge (per rake per hour or part thereof)
Group-I	Rs.150/-	150 x 45 = 6750	₹ 6750/-
Group-II	Rs.120/-	120 x 45 = 5400	₹ 5400/-
Group-III	Rs.75/-	75 x 45 = 3375	₹ 3375/-

- 3.3.8 PCCM of a Zonal Railway may apply higher Ground Usage Charge (up to six times the normal rate applicable for the 6th Day). Higher Ground Usage Charges will be applied for those PCOs who repeatedly fail to release the ground at the CRT within two days.

3.4 Ground Usage Charge for advance stacking

- 3.4.1 PCOs may be permitted advance stacking of cargo and/or containers on the ground of any CRT for 24 hours free of any charge for loading on an incoming train.
- 3.4.2 Ground Usage Charge at the rates mentioned in Para 3.3.7 will be levied in accordance with Para 3.3.5 if the ground is not cleared at expiry of the free time for advance stacking. However, no ground usage charge will be levied till the placement of the empty container rake for loading even after lapse of the advance stacking period. The empty container rake will be supplied only after expiry of the permitted time for advance stacking or completion of stacking, whichever is earlier.
- 3.4.3 (a) At Group-III CRTs, if an operator makes a written request seeking advance stacking permission for more than 24 hours for its incoming train; Sr.DCM, in consultation with Sr.DOM, may grant permission for advance stacking of cargo and/or container upto 72 hours free of charge, duly keeping in view the traffic pattern, number of rakes handled, availability of space etc. at the CRT concerned.
- (b) Advance stacking shall not lead to hold up of other inward/outward traffic. Also, space provided for stacking for container traffic should not infringe the loading/unloading

of railway wagons.

(c) Further, if an operator fails to load its train within the permitted advance stacking period, Ground Usage Charge at normal rate shall be levied for the entire period i.e. from the time of commencement of stacking till the time of removal of all cargo/containers from CRT unless rake placement is delayed on account of operating constraint or force majeure, reasons for the same shall be recorded in writing by Sr. DOM and Sr. DCM.

(d) In case of underutilized Group-III CRTs, advance stacking permission for more than above mentioned 72 hours may be permitted by PCCM, in consultation with PCOM, the Ground Usage Charge for such underutilized Group-III CRT will be decided by PCCM and PCOM in consultation with PFA.

3.5 Waiver of Detention Charge and Ground Usage Charge

Detention Charge and Ground Usage Charge will be treated on par with Demurrage Charge and Wharfage Charge for the purpose of consideration of waiver etc. under justified circumstances as per extant instructions as applicable to waiver of Demurrage/Wharfage charge.

3.6 Development Surcharge

Development Surcharge as applicable on goods traffic will be leviable on container traffic. This surcharge will be leviable on Haulage Charges. At present, Development Surcharge is 5%.

3.7 Multiple Railway Receipts

*(Addendum to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0
Board's letter No. TC-I/2016/103/1 dt.14.09.2018
Board's letter No. TC-I/2022/302/efile/1/MultipleRRs(3412086) dt.11.09.2023)*

Multiple Railway Receipts (RRs) in the name of more than one container operators for a single container train may be issued if owner of the rake offers it for the use by other CTOs provided that the liability for Terminal Access, rake detention and Ground Usage shall be borne by the owner of the rake. In other words, when multiple Railway Receipts in the name of more than one operator for a single container train are issued, then Terminal Access Charge, Detention Charge and Ground Usage Charge, wherever applicable, shall be paid by the owner of the rake. Following procedure/condition may be followed for implementation of afore-said guidelines –

- (i) 'Multiple RRs in the name of more than one container operator for a single container train' shall be issued if owner of the rake offers it for the use by other CTOs.
- (ii) In the forwarding note, the details of Lead CTO and other CTOs shall be furnished. Goods clerk will capture such details in TMS.
- (iii) RR should be prepared on container (TEU/FEU) basis for each CTO.
- (iv) RR of Lead CTO will be treated as primary RR; and RRs of other CTOs as secondary RRs
- (v) Terminal Access Charge, Detention Charge and Ground Usage Charge shall be billed in the primary RR.

- (vi) Haulage Charge for 'empty flat wagon/underload running' in the rake shall be billed in the primary RR.
- (vii) In the case of a notified commodity, the lead CTO will advise the goods clerk as to total number of such containers (with notified commodities) in the rake(CTO wise) & identify container number which will avail the benefit of 'Haulage Charge per TEU rate upto 50TEUs' in a rake' (instead of Container Class Rate). Further, the above dispensation of benefit shall be applied on the basis of number of containers in the rake (and not on the basis of containers pertaining to a CTO).
- (viii) The facility of 'multiple RRs for a single container train' will be permitted under Hub & Spoke movement.
- (ix) Enroute encumbrance arising out of transshipment, accident or any other reason shall be borne by Lead CTO.
- (x) Liability of taxation shall be borne by individual CTOs participating in loading the rake. However, all the other related issues/liabilities (including those mentioned in (v) above) shall be borne by lead CTO. In case there is any failure on the part of Lead CTO/other CTOs, all related liabilities shall be borne by the/Lead CTO.
- (xi) Lead CTO shall ensure for transmission of EDI details (of the full rake including of containers) to FOIS.
- (xii) Each wagon must contain all TEUs/FEUs of one CTO only, as far as possible.
- (xiii) It may be ensured by lead CTO that all CTOs booking wagons on a rake for a particular route are eligible for movement on that route as per the categories of the route permitted to them under the Concession Agreement signed with them by Indian Railways.

4.0 Procedure for notifying a railway owned terminal as Container Rail Terminal

- 4.1 If there is a demand for creating a CRT at any railway owned location, it will be processed by PCCM in consultation with PCOM to examine whether such demand is considered necessary and justified. If it is found justified, such a terminal will be notified as a Container Rail Terminal (CRT) with the personal approval of GM.
- 4.1.1 All Group III goods sheds will be treated as CRTs, unless and otherwise notified to the contrary by the Zonal Railway.
- 4.2 Before notifying any rail facility as a CRT, it must be ensured that the contemplated container handling activity will not in any way hinder or restrict or hamper handling of inward or outward traffic in rail wagons at present and as far as possible, even in the foreseeable future.
- 4.3 Preferably stations and goods sheds not currently open for goods booking or unused yard lines (including unused yard line at goods sheds notified in Groups I and II) with adequate road access should be considered for notification as CRT.
- 4.4 (a) **Container Rail Terminal at Group-I & II goods sheds/stations for Chassis stuffing/de-stuffing operation:**

Stations and goods sheds notified in Group-I & II in terms of Wharfage rule may also be considered for notification as CRT. Chassis stuffing/de-stuffing operation may be permitted at all Group-I & II railway terminals, unless and otherwise notified to the

contrary by PCOM of Zonal Railways due to operational constraints. Zonal Railways may allow such chassis stuffing/de-stuffing operation of container rakes at such stations and goods sheds only if it does not affect the Railway's operation of loading/unloading of its own stock.

(b) Container Rail Terminal at Group-I & II goods sheds/stations for Lift on-Lift off:

Lift On-Lift Off may also be permitted at Group-I & II terminals by PCCM in consultation with PCOM duly taking into account the existing pattern of traffic at such terminal, possible effect on the detention of railway owned wagons and the future possibility of diverting traffic from road to rail.

(c) Zonal Railway in their notification for CRT should clearly indicate whether Lift On-Lift Off operation or Chassis Stuffing/De-stuffing or both is permitted at such CRT. While giving permission for CRT, it may be kept in view that required infrastructure is available at such station/goods shed for handling container traffic.

- 4.5 Every CRT will have a capacity of dealing with one container train only at a time. If suitable placement lines and adequate ground area is available for dealing with more than one container train concurrently in a Terminal or Yard, the available lines and ground area should be demarcated for notifying more than one separate and independent CRTs at such railway goods sheds or unused yard lines.
- 4.6 Permission to use any railway owned terminal as CRT can be terminated by the concerned Zonal Railway after giving a notice of two weeks, if circumstance so warrant in the opinion of the concerned GM. Such decisions will be binding on the PCOs.
- 4.7 For the purpose of giving permission to use any station/goods shed as CRT, the classification of station/goods shed will be done by including the number of all types of privately owned trains like container trains, automobile trains under AFTO policy and other specialized trains such as road-railers etc. dealt at such station/goods shed. Permissible free time for Ground Usage, levy of Ground Usage Charge and Terminal Access Charge will also be applicable as per the classification of CRT.

Chapter-II

HAULAGE CHARGE

1.0 Haulage Charge

Haulage Charge is levied for movement of containers in privately owned wagons. At present, there are two types of rates for levy of Haulage Charge for movement of containers in privately owned wagons, as under:

- (a) 'Haulage Charge per TEU' for commodities other than notified commodities
- (b) 'Container Class Rate' for notified commodities

1.1 HAULAGE CHARGE PER TEU for commodities other than Notified Commodities

- 1.1.1 Haulage Charge per TEU for commodities other than notified commodities is levied as per the rates notified by Railway Board from time to time. Extant Rate Table for Haulage Charge per TEU for loaded container single deck, empty container single deck and empty flat wagon are given in the ANNEXURE-1.

(Rates Circular No.20 of 2018 and its Corrigendum dated 14.11.2018)

- 1.1.2 Introduction of 12 feet high container for transportation of traffic by Rail-

Haulage Charges for these containers will be at par with the Haulage Charges notified for different weight slabs per TEU basis as contained in Rates Circular No.20 of 2018 and as amended from time to time. In case the notified commodities are transported in these containers, the same will continue to be charged at Container Class Rate(CCR) subject to the existing terms and conditions.

As regards infringement due to these high containers, Civil Engineering directorate of Railway Board has issued instructions vide Board's letter No.2021/CEDO/SD/RS/05 dated 05.08.2021.

(Corrigendum 12 of Rates Circular No.20 of 2018)

- 1.1.3 Haulage Charge for power packed containers should be levied as loaded containers.
- 1.1.4 Haulage Charge for 22 feet, 24 feet and 25 feet containers will be levied at par with 20 feet container and for 45 feet containers at par with 40 feet containers. In case of 42 feet containers, Haulage Charge will be levied at par with 40 feet container(FEU).

(Corrigendum 11 & 15 of Rates Circular No.20 of 2018)

- 1.1.5 **Double Stack Dwarf Container:**

(Rates Circular No.22 of 2017 and its Corrigendum 5)

(Valid upto 31.03.2025)

Double Stack Dwarf Container (DSDC) shall be charged by applying 17% concession on Haulage Charge per TEU for movement of containers in privately owned wagons.

All ISO Double Stack Container routes will be opened for transportation after assessing the feasibility of the route as well as after conducting trial runs. All such routes shall be mandatorily notified by Railway Board. New Double Stack Dwarf Container freight

structure shall be applicable for all routes other than the ISO Double Stack Container routes. However, as O-D route/routes where ISO Double Stack Containers are already in operation, the new structure shall apply, if such container trains run 100 kms beyond (together or at either end) such notified O-D pair route/routes.

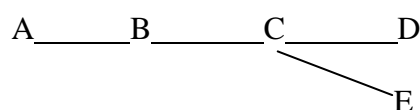
ILLUSTRATION:

Case (a):

A B C D

In this case, suppose Double Stack ISO container runs from B to C. If Double Stack Dwarf Container moves from A to D then distance from A to B and C to D should be minimum 100 kms (together or at either end).

Case (b):



In this case suppose ISO Double Stack container route is A – D, then Double Stack Dwarf Container route from A to E via C for (taking a diversion from station C) which lies on the route A – D, shall be eligible for discounted freight, only if the distance from C to E is minimum 100 kms.

1.1.6 Haulage Charge on Roundtrip basis

(Corrigendum 30, 52 & 54 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)
(Valid upto 30.04.2025)

In order to provide an economical and reliable alternative for ultra-short lead (i.e. upto 50 Km) container traffic (either EXIM or Domestic or both) which are moving at ‘Haulage Charge per TEU’ basis, Roundtrip based Charging has been introduced as per the guidelines given below-

A. Charging for Roundtrip container traffic:

- i. The charging for movement of container traffic on roundtrip basis shall be equivalent to notified haulage charge for distance slab of 51-100 km (to & fro) for both legs (roundtrip); provided the distance in each leg is less than 50 km.

(For example- if any O-D pair is at a distance of, say, 32 Km, the charging now is '1-50 Km' slab on each way. Under roundtrip charging, the rake will be charged under '51-100 Km' slab for total of to and fro movement)

- ii. Rake of container wagons is of 45 BLC and they will be thus uniformly charged for 90 loaded TEUs, as per weight slab of 26-31T with all other applicable charges. Rake length composition as notified from time to time shall be applicable. The charging will be irrespective of the actual number of containers loaded and irrespective of the weight slab.

(An illustration for charging at existing rates is given at ANNEXURE-2)

- iii. Container Train Operator (CTO) shall furnish forwarding note for first leg clearly indicating that 'Roundtrip Movement' is envisaged. For the second leg, the CTO at the time of submitting the forwarding note for second leg shall indicate the RR of the first leg that has to be linked to avail the roundtrip charge.
- iv. The first leg of the Railway Receipt (RR) shall be prepared on the normal rating for 1-50 km. For return trip, the first-leg RRs shall be tagged/linked with second-leg Railway Receipt, and difference in freight between roundtrip charge for 1-100 km & charge of first-leg of 1-50 Km will be collected. GST as applicable shall be charged.
- v. The Forwarding Note for second-leg (return) shall have to be mandatorily submitted and second-leg Railway Receipts (RRs) are to be issued within 72 hours of the issue of the first-leg RRs to avail roundtrip benefit beyond which linking would not be permitted.
- vi. All relevant commercial rules and charges as amended from time to time, would be applicable, unless specifically mentioned to the contrary.

B. Operation of Roundtrip:

The guidelines specifying procedure and terms & conditions for operation of Roundtrip in container traffic are given below:

- i. PCOM & PCCM of the Zonal Railway shall approve the Originating-Destination (O-D) pair. In case the destination falls on another railway, consent of other zone shall be necessary.
- ii. The maximum distance (one-way) between Originating and Destination (O-D) shall not be more than 50km. Zonal Railway shall clearly identify the Originating and Destination point station/siding codes.
- iii. Zonal Railways shall advise FOIS/CRIS of the approved O-D pair, for roundtrip charging.
- iv. Hub and Spoke movement shall not be permitted.
- v. No rebooking/diversion of rake shall be permitted under any circumstances.

1.1.7 Haulage Charge for movement of Cube Containers

(Corrigendum 13 & 17 of Rates Circular No.20 of 2018)

- a. Haulage Charge for movement of cube containers loaded on a container wagon(BLC etc.) will be levied at par with the notified Haulage Charge for 40 feet container as per the concerned weight slab notified vide Rates Circular No.20 of 2018
- b. It may be noted that even if one cube container is loaded in a wagon, then entire wagon should be treated as carrying loaded cube containers and the charging should be done for 40 feet container as per the concerned weight slab.
- b(i). The weight of base frame shall be added to the total weight of cube container for the purpose of charging.
- c. In one wagon only cube containers should be loaded and not a combination of three cube and one 20 F container (TEU) which is theoretically possible. System should not allow charging of three cube containers and one 20 F container(TEU) in a wagon.
- d. If all six cube containers loaded on a wagon are empty, then only Haulage Charge for empty containers will be applicable

- e. Discount currently permitted for movement of loaded containers and/or empty flats/empty container will not be allowed in the case of wagon loaded with cube containers.
- f. Notified commodities are not allowed to move in cube containers
- g. In case of a rake containing of cube containers, normal containers and empty flat wagons, then cube containers will be charged as per above-mentioned guidelines. Normal container/empty flat wagon in the rake will continue to be charged as per normal guidelines.

1.1.8 Guidelines for Haulage Charge for roundtrip movement of container traffic of lead more than 50 km - Power to Zonal Railway

(Corrigendum 46 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

In terms of Section 32 of Railways Act 1989, a railway administration may, in respect of the carriage of any commodity and subject to such conditions as specified, may quote a station to station rate [Section 32(a-c)] and charge lump sum rate (Section 32d).

Guidelines:

1. Round Trip movement of Ultra Short Lead (i.e. upto 50 km), inter and intra zonal, will be governed by Corrigendum No.54 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0, till its **present currency i.e. 30.04.2025** (and as amended from time to time).
2. In addition, for all intra-zonal round trip movement of container traffic more than 50 km, Zonal Railway may take necessary action to charge at lump-sum rate, in consultation with their Associate Finance, keeping the Railways' overall interest in view with following conditions:
 - a. Minimum 45 BLC will be subject to charge in loaded and empty haulages irrespective of actual run.
 - b. No other concession on haulage of container, empty or loaded, presently in vogue shall be applicable for lump sum rate.
3. There shall be an upper limit of 250km, one way, for intra-zonal movement under this facility.
4. Railway will send half yearly report of the working of this policy.

1.1.9 Discount on Haulage Charge for movement of empty tank containers meant for transportation of Bulk Cement

(Corrigendum 10 of Rates Circular No.20 of 2018)

Concession will be granted on normal Haulage Charge per TEU for movement of empty specialised tank containers meant for transportation of Bulk Cement, which will be moved as loaded in one direction and returns as empty, for a period of 5 (five) years, as a special case, as per the following:

Timeline	Extent of concession on normal haulage charges of empty containers
1 st year	50%
2 nd year	40%
3 rd year	30%
4 th year	20%
5 th year	10%

For the sake of clarity, it is advised that if loaded movement of specialised containers is from A to B, then normal Haulage Charge (without concession) will be levied. Concession to the extent mentioned above will be applicable for empty return movement from B to A.

However, if these specialized containers move on any other route, normal haulage charge (without any discount) for empty/loaded containers will be levied.

The tank containers for movement of bulk cement should be designed, manufactured, tested and inspected as per all the relevant provisions as applicable to ISO containers.

1.2 Container Class Rate (CCR) for Notified Commodities

1.2.1 NOTIFIED COMMODITIES

- (a) Haulage Charge for the movement of Notified Commodity group namely Alumina; Bricks and Stones; Cement; Iron & Steel; Petroleum Products & Gases and Slag; Chemical Gypsum; Zinc Concentrate, Lead Concentrate, Soap Stone Powder [as classified in Goods Tariff (No.49 Pt.I Vol.II)] in container will be levied as per Container Class Rate. This Rate will be applicable for movement of notified commodities in containers except custom bonded EXIM containers.

(Corrigendum 32, 39 &.42 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

- (b) Certain commodities have been excluded from the Notified Commodity group as listed in the ANNEXURE-3 and such commodities will be charged at Haulage Charge per TEU basis, instead of Container Class Rate.

1.2.2 CONTAINER CLASS RATE

- (a) Container Class Rate for Notified Commodities (except CR Coils under Notified Commodity group 'Iron & Steel') will be levied by applying 15% concession on Applicable Class Rate as published in Goods Tariff (No.49 Pt.I Vol.II), and as amended from time to time.

- (b) **CP Coke** when transported in containers shall be charged at Container Class Rate (CCR) i.e. by applying 15% concession on applicable class rate as published in Goods Tariff and as amended from time to time, subject to the condition that entire container rake shall contain only CP Coke i.e. no other commodity (whether notified or otherwise) shall be loaded along with CP Coke in the said container rake. While booked under 'Hub&Spoke', CP Coke container rake shall not have any other commode

(Corrigendum 18 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

- 1.2.3 In the case of **CR Coils** (Cold Rolled Coils), which falls under the notified commodity group 'Iron and Steel', the container class rate will be levied by applying 20% concession on applicable class rate (i.e. GTR minus 20%) as published in Goods Tariff (No.49 Pt.I Vol.II) subject to fulfilment of following terms and conditions:

- (i) CR Coils upto 5000 tonnes per month will have to be moved from a steel plant (private siding) at existing CCR (GTR minus 15%), after which the concessional rate of GTR minus 20% will be applicable on the additional CR Coil traffic moved in container for that month.

- (ii) The threshold figure of 5000 tonnes per month may be offered by a single CTO or combined from more than one CTO from a steel plant (private siding). However, an individual CTO is required to offer a minimum volume of 2500 tonnes per month per steel plant and only then it would be able to get the concessional rate of GTR minus 20% once the threshold figure of 5000 tonnes are exceeded.
- (iii) The rake on which threshold limit as mentioned at (i) above is crossed, will not be eligible for concessional rate. The concessional rate of GTR minus 20% will be levied on the next rake onwards. For example; if threshold limit of 5000 tonnes or 2500 tonnes whichever the case may be, is crossed on second rake, then concessional rate will be applicable from third rake onwards.
- (iv) Zonal Railways should take special care so as to ensure implementation of this facility scrupulously.

(Corrigendum 34 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

- 1.2.4 (i) Container Class Rate for 20' container(TEU) and 40' container (FEU) will be levied on the basis of chargeable weight notified by Railway Board from time to time, which at present are notified vide Rates Circular No.5 of 2015 & its amendments and Corrigendum 97 to Rates Master Circular/PCC/CC+8 etc/2020/, as under:

Type of wagons	Chargeable weight per TEU (in tonnes)	Chargeable weight per FEU (in tonnes)
BLLA	30	60
BLCA, BLLB	30.5	61
BLCB	31	62
BFGN	29.85	59.7
BLCAM	33.95	67.9
BLCBM	34.5	69
BLCS CarA	34.5	69
BLCS CarB	35	70
BLCS Car A*	39.9	79.8
BLCS Car B*	40.45	80.9

- (ii) Haulage Charge for empty flat wagons will be levied as per prevailing Haulage rates.
- (iii) Rounding off of Haulage Charge will be done as per extant guidelines stipulated vide Rule 191 of Goods Tariff No.41 Part-I (Vol. I) *(and as amended from time to time)*.
- (iv) In accordance with the prevalent instructions, transportation of notified commodity groups remain disallowed under double stack operation.

- 1.2.5 When a notified commodity is loaded in more than 50 containers(TEUs) of a container train either as a single commodity or mixed with other commodity (including other than notified commodity), Haulage Charge for such containers will be levied as per Container Class Rate. For the containers containing single notified commodity, Haulage Charge will be levied as per Container Class Rate of that commodity and for the container loaded with two or more than two notified commodities, Haulage Charge will be levied on the basis of highest Container Class Rate of the commodities which the container contains.

(Corrigendum 10 & 22 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

- 1.2.6 If 50 or less than 50 containers(TEUs) in a rake are loaded with any of the notified commodity groups either as a single commodity or mixed with other commodity (including other than notified commodity), Haulage Charge for such container will be levied as per prevailing Haulage Rate per TEU. (refer illustration at ANNEXURE-4)

(Corrigendum 10 & 22 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0 Board's letter No. TC-I/2014/302/2 dt.19.06.2017)

- 1.2.7 CTOs should declare the details of commodities loaded in containers in the forwarding note. Concerned Railway staff should verify the correctness of the commodity details furnished by the CTO at the time of booking.

- 1.2.8 In case mis-declaration is detected in any container, Haulage Charge on the entire rake shall be levied at four times of the highest Container Class Rate. This will be in addition to the Haulage Charge otherwise leviable on the rake. If five cases of mis-declaration are detected for a particular CTO, suitable action may be initiated under Article 17 of Concession Agreement.

(Board's letter No.TC-I/2023/302/efile/1(3449689) dt.12.01.2024)

1.2.9: Transportation Product: Mini Rake (Container)

(Corrigendum 53, 55 & 58 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

(Valid upto 30.11.2025)

Mini Rake of container can be loaded at applicable haulage rate subject to compliance of the following conditions:

- i. Mini Rake is permitted only for Container Traffic.
- ii. Mini Rake can be loaded to and from any terminal where container traffic is handled.
- iii. Mini rake will have minimum composition of 25 wagons.
- iv. Total free time for handling Mini rake at either terminal will be 5 hours at each terminal
- v. Supplementary Charge @10% on applicable Haulage Charge will be levied throughout the year.
- vi. The notified commodities will be charged at Container Class Rate(CCR) only in such Mini Rake, irrespective of number of containers loaded with notified commodity.
- vii. The routes for operation of this Mini Rake will be identified in consultation with PCOM.
- viii. All other extant guidelines regarding charging, restricted and notified commodity, mis-declaration, overloading etc. will continue to be applicable.

Zonal Railways, especially Southern Railway, should intensify marketing of this scheme. Zonal Railways should also furnish quarterly report to Board.

CLARIFICATIONS:

- (i) Board's letter No.TC-I/2020/302/efile (3333729/3442429) dt.27.08.2024

Regarding composition of Mini Rake (Containers), it is clarified that in case of multiple CTOs, system should not decide automatically whether the demand is for mini rake or otherwise. The customer should have option for the same. Further, it was earlier clarified that 'minimum composition of mini rake for containers is 25 wagons and maximum number of wagons supply should be less than the minimum composition of the rake notified'. For example; in case of mini rake of BLC stock, composition of mini rake

should be 25-39 wagons (which is subject to indenting by the party and supply of required composition of wagons to the party for loading), as the standard and minimum composition of BLC rake is 45 and 40 wagons

(ii) Board's letter No. TC-I/2020/302/efile (3333729/3442429) dt.18.07.2024

Policy guidelines may be implemented in letter and spirit and only after fulfilment of terms and conditions stipulated therein.

Customer should be given option to select Mini Rake composition while registering indent.

Necessary provision may be made to ensure that actual number of wagons physically placed for loading is not less than 25 wagons. Further, maximum number of wagons supply should be less than the minimum composition or more, the normal charging will be done.

Since the Mini Rake will run on the routes approved by the concerned Zonal Railway, FOIS system should incorporate the routes notified by Zonal Railways for operation of mini rake scheme.

Supplementary Charge on such Mini Rake should be levied only after fulfilment of terms and conditions for Mini Rake.

Charging of full container rake (minimum composition/standard composition) will continue to be done as per extant instructions.

1.2.10 Charging of Bulk Cement (Cement in loose form) when transported in normal containers

(Corrigendum No.56 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

(Valid till 23.06.2025)

Bulk Cement (Cement in loose form) when transported in normal containers, will be charged at Special Haulage Rate, as per the following:

- i. The Special Haulage Charge per TEU for weight slabs “more than 26T and upto 31T” and “more than 31T” will be as per the table attached as **Annexure** to this Circular.
- ii. There will be no change in the charging of Bulk Cement in tank container and the same will continue to be governed as per Corrigendum No.13 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0 mentioned above.
- iii. The provision stipulating charging at Haulage Charge per TEU in case of notified commodities loaded in 50 TEUs or less than 50 TEUs in a container rake will continue to be applicable for Bulk Cement transported in normal container also. Accordingly, Bulk Cement when loaded in 50 TEUs or less in normal container rake will be charged at Haulage Charge per TEU as stipulated in Rates Circular No.20 of 2018 and as amended from time to time.
- iv. All other details of the policy guidelines under reference will continue to apply unchanged.

- 2.0** The terms and conditions as prescribed vide Board's letter No.2008/TT-III/73/8 dt.01.07.2008 (and as amended from time to time) will continue to be applicable for movement of commodities including notified commodity groups in containers, to the extent modified herein.

Chapter-III

HUB & SPOKE SYSTEM OF CHARGING

GENERAL

- i. At the time of first booking, the container train operator (CTO) shall declare the list of containers that are to be transported to destinations through designated Hub(s). Stuffing/de-stuffing of such containers at any time during transit will not be permissible.
- ii. RRs shall be generated for each leg of the movement separately. However, the linkage of RRs so generated for movements under the Hub & Spoke System shall be maintained for all in-transit containers; all adjusted RRs will have reference to the previous RRs and this information shall be displayed on the container-wise Annexure sheets that form part of the RRs even presently.
- iii. In the case of traffic booked under the Hub & Spoke System, diversion and/or rebooking shall not be permissible.
- iv. Hubs can also be the final destination of any container.
- v. Loaded containers that idle at a designated Hub during transit for a period of five days (which shall be a parametric value) or more would be treated as having been delivered short of destination. In case such containers are ultimately dispatched to their original destinations, through distance or telescopic benefit would not be applicable.
- vi. The minimum/standard composition prescribed for different types of stocks would continue to be reckoned for the purposes of generating each RR and also for levy of Haulage Charge for a rake.
- vii. Notified commodities moving in a container rake under Hub & Spoke System will be charged as per Container Class Rate(CCR). However, the benefit of levying Haulage Charge per TEU for 50 or less container in the rake will be applicable, subject to the condition that during movement of rake the number of containers loaded with one type of notified commodity will not exceed 50 TEUs at any point of time.
(Corrigendum 10 & 22 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)
- viii. Other charges such as Punitive Charge, Development Surcharge and Terminal Access Charges applicable on a RR shall not be adjusted in subsequent RRs. These charges will be calculated for point to point movements on a single RR basis.

METHODOLOGY FOR CHARGING FOR SINGLE STACK OPERATIONS UNDER HUB & SPOKE SYSTEM

- A. In case of container transiting via just **one** transit Hub:
- a. The RR issued at the point of origin (say, S₁) would be for its movement to the designated Hub (say, H₁). However, the stated destination of the container (say, S₂)

would be indicated on the RR (and/or the Annexure sheet referred to in Para (ii) above).

- b. At H₁, the CTO would be required to surrender the RR that was issued at S₁.
- c. At the time of dispatch from H₁, 'freight already collected at S₁' would be deducted from the 'freight chargeable for transportation of the container from S₁ to S₂ on through distance basis' and 'balance freight' so arrived at would be collected.
- d. The (balance freight) RR issued at H₁ would reflect linkage to the original RR that was issued at S₁.

B. In case of container booked through two transit Hubs:

- a. The RR issued at the point of origin (say, S₁) would be for its movement to the designated Hub (say, H₁). However, the stated destination of the container (say, S₂) would be indicated on the RR (and/or the Annexure sheet referred to in Para (ii) above).
- b. At H₁, the CTO would be required to surrender the RR that was issued at S₁.
- c. At the time of dispatch from H₁, a second RR would be issued; the 'freight chargeable for transportation of the container' would be the 'freight on through distance basis from S₁ to H₂' minus the 'freight already charged and collected at S₁'.
- d. The RR issued at H₁ would reflect linkage to the original RR that was issued at S₁.
- e. At H₂, the CTO would again be required to surrender the RR that was issued at H₂.
- f. At the time of dispatch from H₂, a third RR would be issued; the 'chargeable freight for the transportation of the container from H₂ to S₂' would be the 'freight on through distance basis from S₁ to S₂' minus the 'freight on through distance basis from S₁ to H₂'.
- g. The RR issued at H₂ would reflect linkage to both the original RR that was issued at S₁ as well as the other, intermediate RR that was issued at H₁.

METHODOLOGY FOR CHARGING FOR DOUBLE STACK OPERATIONS UNDER HUB & SPOKE SYSTEM

- C. In case of containers carried on the lower/bottom deck, charging principle outlined in Paras A & B, as the case may be, for single stack operations under Hub & Spoke System would apply.
- D. In case of containers carried on the upper deck, freight for the distance over which the containers are transported on upper deck would be levied @50% of the freight chargeable in line with the principles outlined above in Paras A and B, as the case may be, for single stack operations under Hub & Spoke System; for example, in case of the containers loaded on upper deck at H₁ and transported as such to H₂, 50% of the freight as computed under the provisions contained Para B(c) above would apply. The methodology prescribed in Paras A and B above, in respect of issue of RRs at S₁ and H₁/H₂ as well as their surrender at the intermediate Hubs would also apply equally in the case of the double stack operations under the Hub & Spoke System.

ANNEXURE-1

(Rates Circular No.20 of 2018 and its amendments)

RATE TABLE
for
“HAULAGE CHARGE PER TEU”
for

MOVEMENT OF CONTAINERS IN PRIVATELY OWNED WAGONS

(Applicable in case of commodities other than notified commodities)

Distance	Haulage Rate per TEU					Empty Container Single Deck	*Empty Flat Wagon
	Loaded Container Single Deck						
	Upto 10T	more than 10T and Upto 20T	more than 20T and upto 26T	more than 26T and upto 31T	more than 31 T		
(Kms)	(₹)	(₹)	(₹)	(₹)	(₹)	(₹)	(₹)
1 - 50	1338	2112	2263	2340	2493	1307	1207
51 - 100	1991	2517	2882	3038	3241	1559	1439
101 - 150	2645	3197	3753	4128	4520	1984	1852
151 - 200	3298	4035	4775	5276	5798	2474	2309
201 - 250	3952	4873	5799	6424	7077	2964	2767
251 - 300	4606	5711	6822	7572	8356	3455	3225
301 - 350	5259	6548	7845	8720	9635	3945	3682
351 - 400	5914	7386	8868	9868	10914	4436	4140
401 - 450	6567	8224	9891	11017	12193	4926	4597
451 - 500	7221	9062	10914	12164	13472	5416	5055
501 - 550	7875	9899	11937	13312	14750	5907	5513
551 - 600	8528	10737	12960	14461	16028	6396	5970
601 - 650	9182	11575	13983	15608	17307	6887	6428
651 - 700	9835	12413	15007	16757	18586	7377	6885
701 - 750	10490	13251	16029	17905	19865	7868	7343
751 - 800	11144	14089	17053	19052	21144	8358	7801
801 - 850	11797	14927	18076	20201	22423	8848	8258
851 - 900	12451	15765	19098	21349	23702	9339	8716
901 - 950	13104	16603	20122	22497	24980	9828	9173
951 - 1000	13758	17441	21145	23645	26258	10319	9631
1001 - 1050	14412	18278	22168	24793	27537	10809	10089
1051 - 1100	15065	19115	23191	25941	28816	11299	10546
1101 - 1150	15720	19953	24214	27089	30095	11790	11004

1151	-	1200	16373	20791	25237	28238	31374	12280	11462
1201	-	1250	17027	21629	26261	29385	32653	12771	11919
1251	-	1300	17681	22467	27283	30533	33932	13261	12377
1301	-	1350	18334	23305	28306	31682	35210	13751	12834
1351	-	1400	18988	24143	29330	32829	36489	14241	13292
1401	-	1450	19641	24981	30352	33978	37767	14731	13749
1451	-	1500	20295	25818	31375	35126	39046	15222	14207
1501	-	1550	20950	26656	32399	36273	40325	15713	14665
1551	-	1600	21603	27494	33422	37422	41604	16203	15123
1601	-	1650	22257	28332	34444	38570	42883	16693	15580
1651	-	1700	22910	29170	35468	39718	44161	17183	16037
1701	-	1750	23564	30008	36491	40866	45440	17673	16495
1751	-	1800	24218	30846	37514	42014	46719	18164	16953
1801	-	1850	24871	31683	38537	43162	47998	18654	17410
1851	-	1900	25526	32521	39560	44310	49277	19145	17869
1901	-	1950	26179	33359	40584	45459	50555	19635	18326
1951	-	2000	26833	34196	41606	46606	51834	20125	18784
2001	-	2050	27487	35034	42629	47754	53113	20616	19241
2051	-	2100	28140	35872	43653	48903	54391	21105	19698
2101	-	2150	28794	36710	44675	50050	55670	21596	20156
2151	-	2200	29447	37548	45698	51199	56949	22086	20613
2201	-	2250	30101	38386	46722	52347	58228	22576	21071
2251	-	2300	30756	39224	47745	53494	59507	23067	21530
2301	-	2350	31409	40062	48767	54643	60786	23557	21987
2351	-	2400	31874	40900	49791	55791	62064	23906	22312
2401	-	2450	32716	41738	50814	56939	63342	24537	22902
2451	-	2500	33370	42575	51836	58087	64621	25028	23359
2501	-	2550	34024	43413	52860	59235	65900	25518	23817
2551	-	2600	34677	44250	53883	60383	67179	26008	24274
2601	-	2650	35331	45088	54906	61531	68458	26499	24732
2651	-	2700	35985	45926	55929	62680	69737	26989	25190
2701	-	2750	36639	46764	56952	63827	71016	27480	25648
2751	-	2800	37293	47602	57975	64976	72295	27970	26106
2801	-	2850	37946	48440	58998	66124	73572	28460	26563
2851	-	2900	38600	49278	60021	67271	74851	28950	27020
2901	-	2950	39253	50115	61045	68420	76130	29440	27478
2951	-	3000	39907	50953	62068	69568	77409	29931	27935
3001	-	3050	40562	51791	63090	70716	78688	30422	28394
3051	-	3100	41215	52629	64114	71864	79967	30912	28851
3101	-	3150	41869	53467	65137	73012	81246	31402	29309
3151	-	3200	42522	54305	66159	74160	82525	31892	29766

3201	-	3250	43176	55143	67183	75308	83803	32382	30224
3251	-	3300	43829	55981	68206	76457	85083	32872	30681
3301	-	3350	44483	56818	69229	77604	86360	33363	31139
3351	-	3400	45137	57656	70252	78752	87639	33853	31596
3401	-	3450	45791	58493	71275	79901	88918	34344	32054
3451	-	3500	46445	59331	72298	81048	90197	34834	32512

**Haulage Charges for empty flat wagons/under-load running shall be calculated at two times of per TEU rates, taking one wagon as equivalent to 2 TEU in each case.*

Note-

- (1) Rates in the above tables are published for distance upto 3500 kilometres. The rates for distance beyond 3500 kms will be calculated by adding to the rates for 3500 kms, the amount of variation between the rates in the distance slabs of 3401-3450 and 3451-3500.
- (2) The upper stack in case of double stack container train will be charged at 50% of the above rates.
- (3) Double stack container rates are for BLC/BLL stock of 60 tonne CC.
- (4) Rates for loaded 40 feet container will be 1.8 times of the rates for a TEU. Rates for empty 40 feet container will be the rates prescribed for empty flat wagons. *(Corrigendum 18 of Rates Circular No.20 of 2018)*
- (5) Haulage rate per TEU upto 10 tonnes, 10 to 20 tonnes, 20 to 26 tonnes, 26 to 31 Tonnes and above 31T includes weight of containers also.

(Corrigendum 30 & 52 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

Illustration for Haulage Charge on Roundtrip basis

(refer Para 1.1.6 of Chapter-II)

- I. Haulage Charge calculation for movement under Roundtrip in container traffic from A to B and return to A

Originating Point	: A
Destination Point	: B
Distance (from A to B)	: Less than or equal to 50 Kms
Roundtrip	: From A to B and return back to A

- II. The entire rake of 45 BLCs will be charged for 90 TEUs loaded container rake in the weight slab of 26-31T.
- III. Total charges for roundtrip (≤ 100 Km) will be ₹3038 per TEU which is the haulage rate for 51-100 Km distance slab

Haulage Charge for container rake with composition 90 TEUs = $(₹3038 \times 90) \times 1.05 = ₹2,87,091/-$ (inclusive of Development Charge @5%)

- IV. First-leg Railway Receipt shall be issued on extant Haulage Rate

Haulage Charge per TEU for 1-50 km distance slab for First-leg Railway Receipt = ₹2340/- (weight slab 26-31T)

Total Haulage Charge for container rake with composition 90 TEUs = $(₹2340 \times 90) \times 1.05 = ₹2,21,130/-$ (inclusive of Development Charge @5%).

- V. Second-leg Railway Receipt shall be issued on 'Roundtrip movement' basis and shall be tagged/linked with first-leg Railway Receipt.

Charging for second leg (charges for roundtrip minus charges for first leg) = $(₹2,87,091 - ₹2,21,130) = ₹65,961/-$.

Note:

- The charging will be irrespective of the actual number of containers loaded and weight slab
- The above illustration is for guidance. It has been worked out based on prevalent rates of Haulage Charge per TEU. If there is any change in Haulage Rate in future, the same will be taken into account for charging.

ANNEXURE-3

(Corrigendum 4, 6, 12, 13, 24, 25, 28, 33, 36 & 57 of
Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

List of commodities excluded from Notified Commodity Group

(refer Para 1.2.1 of Chapter-II)

	BRICKS AND STONES
1.	BALLAST CHIPS
2.	BRICKS BROKEN
3.	CERAMIC TILES
4.	CHAKKEES
5.	FIRE BRICKS
6.	FLOORING STONE
7.	FLOORING TILES
8.	GLASS STONE
9.	GRANITE
10.	GRANITE BOULDERS UNDRESSED
11.	GRAVEL
12.	KOTA STONE
13.	KUNKER
14.	MILL STONE
15.	MARBLES
16.	POLISHED GRANITE SLAB
17.	QUARTZ (CHIPS, STONES, GRAVEL AND POWDER)
18.	ROLLER STONE
19.	SANITARY WARES
20.	SLATE
21.	SLATE STONE
22.	SLATES IN TILES
23.	STONE, CUT AND/OR ENGRAVED
24.	STONE DUST
25.	STONE GRIT
26.	STONE Pillars
27.	STONE WARE
	CEMENT
28.	ACID RESISTING CEMENT
29.	ASBESTOS
30.	ASBESTOS JOINTING AND PACKING SHEETS
31.	BEAMS (PRESTRESSED CEMENT CONCRETE)
32.	BULK CEMENT (CEMENT IN LOOSE FORM IN TANK CONTAINERS)
33.	CEMENT MANUFACTURED
34.	CEMENT PIPES
35.	CEMENT PLASTER
36.	CEMENT TILES
37.	CEMENT SHEETS
38.	COLOURED CEMENT
39.	COLUMNS (PRESTRESSED CEMENT CONCRETE)
40.	FLY ASH
41.	OIL WELL CEMENT
42.	POST SLEEPERS (PRESTRESSED CEMENT CONCRETE)
43.	PRESTRESSED CEMENT CONCRETE
44.	SUPER FINE CEMENT

45.	SUPER MASONRY CEMENT
46.	WHITE CEMENT
	IRON AND STEEL
47.	ALL TYPES OF METAL AND STEEL SCRAP
48.	ALLOY CONSTRUCTIONAL STEELS
49.	ANGLES
50.	AXLES IRON OR STEEL NOC
51.	BANDS
52.	BARs IRON OR STEEL GALVANISED
53.	BEAMS
54.	CABLE WIRES
55.	CASTINGS NOC
56.	CHAINS IRON NOC
57.	CHANNELS
58.	COLD ROLLED SHEETS
59.	COLLIERY ARCH AND Z-PILLING
60.	CORRUGATED SHEETS
61.	DOG SPIKES
62.	ELASTIC RAIL CLIPS
63.	FISH PLATES
64.	FLAT IRON OR STEEL GIRDERS
65.	GALVANISED COILS
66.	GALVANISED SHEETS (CORRUGATED)
67.	GALVANISED SHEETS (PLAIN)
68.	GUTTERS
69.	HEAVY ROLLS SPOILS
70.	HOT ROLLED SHEETS
71.	INGOTS
72.	IRON OR STEEL MATERIAL USED OLD DEFACED FOR REROLNG MELTING
73.	IRON OR STEEL SLAB
74.	IRON & STEEL PIPE CUTTINGS
75.	IRON AND STEEL SHEET CUTTINGS
76.	JOINTS
77.	LATTICE/TRANSMISSION TOWER PARTS
78.	MILL SCALE IRON & STEEL
79.	NICKLED STEEL BARS
80.	PERMANENT WAY MATERIALS NOC
81.	PILES SCREWS
82.	PIPES ALL TYPES
83.	POLES
84.	RIBBED WIRE ROD IN COILS
85.	RODS INCLUDING HIGH CARBON STEEL RODS
86.	SAFES IRON
87.	SAFES STEEL
88.	SHEETS
89.	SHELL BLOOMS
90.	SLEEPERS (CAST IRON)
91.	SPOONS (IRON)
92.	SPRINGS
93.	SQUARES (CAST IRON)
94.	SQUARES (OTHER THAN CAST IRON)
95.	STAINLESS STEEL
96.	STAINLESS STEEL BARS
97.	STAINLESS STEEL IN COIL FORM (Valid upto 15.12.2025)

98.	STAINLESS STEEL RODS
99.	STAINLESS STEEL SHEETS
100.	STAINLESS STEEL SLABS
101.	STEEL SHEET CUTTINGS
102.	STEEL SHEETS PILINGS
103.	STRUCTURAL COBBLES
104.	STAINLESS STEEL WARE
105.	TACKS
106.	TIES
107.	TIN BARS
108.	TYRES (IRON)
109.	WEIGHTS
110.	WHEELS
111.	WIRE (IRON)
	PETROLEUM PRODUCTS AND GASES
112.	ALKYLATE
113.	AVIATION SPIRIT
114.	AMMONIA (ANHYDROUS LIQUEFIED GAS)
115.	AMMONIA LIQUIFIED GAS
116.	ARGON GAS
117.	BITUMEN
118.	CARBON BLACK FEED STOCK
119.	COAL TAR
120.	COAL TAR PITCH
121.	COAL TAR PITCH (SOLID)
122.	COMPRESSED GASES
123.	DIESEL OIL
124.	FUSEL OIL
125.	HEXANE
126.	HIGH SPEED DIESEL (HSD) BLENDED WITH BIO-DIESEL
127.	LIQUEFIED BUTANE
128.	LIQUEFIED PROPANE
129.	LOW SULPHUR HEAVY STOCK
130.	LUBRICATING OILS NOC
131.	METHANE GAS
132.	NITROGEN GAS
133.	PARAFFIN OIL
134.	PETROL (MOTOR SPIRIT) BLENDED WITH ETHANOL
135.	REFORMAT
136.	RESIDUAL FUEL OIL(RFO)
137.	TOLUENE
138.	WAXY CRUDE OIL
139.	XYLENE

Illustration w.r.t. paras 1.2.5 and 1.2.6 of Chapter-II

For a container rake consisting of 45 wagons and 90 containers (TEUs) which is loaded as under:

Case -I	Applicable Rates
45 containers(TEUs) loaded with one type of notified commodity, say Iron/ Steel slab	Haulage Rate per TEU
45 containers(TEUs) loaded with other type of notified commodity, say Alumina	Haulage Rate per TEU
Case-II	
50 containers(TEUs) loaded with one type of notified commodity, say Iron/ Steel slab	Haulage Rate per TEU
40containers(TEUs) loaded with other type of notified commodity, say Alumina	Haulage Rate per TEU
Case-III	
51 containers(TEUs) loaded with one type of notified commodity, say Iron/ Steel slab	Container Class Rate for Iron & Steel
39 containers(TEUs) loaded with other type of notified commodity, say Alumina	Haulage Rate per TEU
Case-IV	
50 containers(TEUs) loaded with one type of notified commodity, say Iron/ Steel slab	Container Class Rate for Iron & Steel
1 container(TEU) loaded with two type of notified commodity, say Iron/ Steel slab and Cement Sheets	Container Class Rate for Iron & Steel
39 containers(TEUs) loaded with other type of notified commodity, say Cement Sheets	Haulage Rate per TEU
Case-V	
50 containers(TEUs) loaded with one type of notified commodity, say Iron/ Steel slab	Container Class Rate for Iron & Steel
1 container(TEU) loaded with one type of notified commodity, say Iron/ Steel slab and non-notified commodity	Container Class Rate for Iron & Steel
39 containers(TEUs) loaded with other type of notified commodity, say Alumina	Haulage Rate per TEU
Case-VI	
30 containers(TEUs) loaded with one type of notified commodity, say Iron/ Steel slab	Haulage Rate per TEU
30 containers(TEUs) loaded with other type of notified commodity, say Alumina	Haulage Rate per TEU
30 containers(TEUs) loaded with another type of notified commodity, say Petroleum Products & Gases	Haulage Rate per TEU
Case-VII	
20 containers(TEUs) loaded with one type of notified commodity, say Iron/ Steel slab	Container Class Rate for Iron & Steel
26 containers(TEUs) loaded with two types of notified commodities, say Iron/ Steel slab and Cement Sheets	Container Class Rate for Iron & Steel
25 containers(TEUs) loaded with one type of notified commodity, say Iron/ Steel slab and non-notified commodities	Container Class Rate for Iron & Steel
19 containers(TEUs) loaded with non-notified commodities	Haulage Rate per TEU

Special Haulage Rate for movement of Bulk Cement in normal container*(refer para 1.2.10 of Chapter-II)*

Distance (KM)	more than 26T and up to 31T	more than 31 T	Distance (KM)	more than 26T and up to 31T	more than 31 T
	(₹)	(₹)		(₹)	(₹)
1 - 50	2691	2867	1751 - 1800	48316	53727
51 - 100	3494	3727	1801 - 1850	49636	55198
101 - 150	4747	5198	1851 - 1900	50957	56669
151 - 200	6067	6668	1901 - 1950	52278	58138
201 - 250	7388	8139	1951 - 2000	53597	59609
251 - 300	8708	9609	2001 - 2050	54917	61080
301 - 350	10028	11080	2051 - 2100	56238	62550
351 - 400	11348	12551	2101 - 2150	57558	64021
401 - 450	12670	14022	2151 - 2200	58879	65491
451 - 500	13989	15493	2201 - 2250	60199	66962
501 - 550	15309	16963	2251 - 2300	61518	68433
551 - 600	16630	18432	2301 - 2350	62839	69904
601 - 650	17949	19903	2351 - 2400	64160	71374
651 - 700	19271	21374	2401 - 2450	65480	72843
701 - 750	20591	22845	2451 - 2500	66800	74314
751 - 800	21910	24316	2501 - 2550	68120	75785
801 - 850	23231	25786	2551 - 2600	69440	77256
851 - 900	24551	27257	2601 - 2650	70761	78727
901 - 950	25872	28727	2651 - 2700	72082	80198
951 - 1000	27192	30197	2701 - 2750	73401	81668
1001 - 1050	28512	31668	2751 - 2800	74722	83139
1051 - 1100	29832	33138	2801 - 2850	76043	84608
1101 - 1150	31152	34609	2851 - 2900	77362	86079
1151 - 1200	32474	36080	2901 - 2950	78683	87550
1201 - 1250	33793	37551	2951 - 3000	80003	89020
1251 - 1300	35113	39022	3001 - 3050	81323	90491
1301 - 1350	36434	40492	3051 - 3100	82644	91962
1351 - 1400	37753	41962	3101 - 3150	83964	93433
1401 - 1450	39075	43432	3151 - 3200	85284	94904
1451 - 1500	40395	44903	3201 - 3250	86604	96373
1501 - 1550	41714	46374	3251 - 3300	87926	97845
1551 - 1600	43035	47845	3301 - 3350	89245	99314
1601 - 1650	44356	49315	3351 - 3400	90565	100785
1651 - 1700	45676	50785	3401 - 3450	91886	102256
1701 - 1750	46996	52256	3451 - 3500	93205	103727

ANNEXURE-6

Hire Charge for utilization of Railway Brake Van by Container Train Operators*(Rates Circular No.2 of 2012 and its corrigendum dt.20.02.2012)***GUIDELINES**

- 1 Hire Charge will be recovered from those container train operators who have not procured their own Brake Vans and are utilizing Railway owned brake vans.
- 2 Rate of Hire Charge for Railway Brake Van will be Rs. 1500/- per brake van per day.
- 3 Hire charge for Railway Brake Van will be collected on monthly basis, for which billing will be done in the first week of each month by nodal Railway (i.e. Northern Railway).
- 4 In case an operator procures his brake van, the concerned operator will be exempted from the payment of Hire Charge in respect of such brake van from the subsequent month, as mentioned in Para 3 above.

Illustration:

If an operator 'A' (say) owns ten rakes and one brake van on 01.02.2012 and if he procures two brake vans in February 2012, then Hire Charge will be collected, as under:

<i>As on 01.02.2012, number of rakes and brakes vans owned by the operator 'A' is ten rakes and brake van</i>
<i>In February 2012, Hire Charge will be collected for (ten <u>minus</u> one i.e.) nine railway brake vans</i>
<i>If the operator procures two brake vans in February 2012</i>
<i>As on 01.03.2012, number of rakes and brake vans owned by the operator is ten rakes and three brake vans</i>
<i>In March 2012, Hire Charge will be collected for (ten <u>minus</u> three i.e.) seven railway brake vans</i>
<i>If the operator does not procure any additional brake van in March 2012</i>
<i>As on 01.04.2012, number of rakes and brake vans owned by the operator is ten rakes and three brake vans</i>
<i>In April 2012, Hire Charge will be collected for (ten <u>minus</u> three i.e.) seven railway brake vans</i>

- 5 CCM(FM)/NR will be the nodal officer for collection of Hire Charge for Railway brake vans.
- 6 CFTM/NR will maintain a record of rakes and brake vans in respect of each CTOs and supply it to the CCM(FM)/NR.

Clarification: No Haulage Charge will be separately levied either for railway brake van or privately owned brake van.