

FREIGHT MARKETING
CIRCULAR NO. 16 of 2023

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

No. 2021/TC(FM)/18/09

Rail Bhavan, New Delhi-110001, Dated 13.12.2023

The General Managers.

- | | |
|---|--|
| 1. Central Railway, Mumbai | 9. North Western Railway, Jaipur |
| 2. Eastern Railway, Kolkata | 10. Southern Railway, Chennai |
| 3. East Central Railway, Raipur | 11. South Central Railway, Secunderabad |
| 4. East Coast Railway, Bhubaneswar | 12. South Eastern Railway, Kolkata |
| 5. Northern Railway, New Delhi | 13. South East Central Railway, Bilaspur |
| 6. North Central Railway, Prayagraj | 14. South Western Railway, Hubli |
| 7. North Eastern Railway, Gorakhpur | 15. Western Railway, Mumbai |
| 8. Northeast Frontier Railway, Maligaon | 16. West Central Railway, Jabalpur |

Sub: 'Engine on Load' (EOL) Scheme - 2023.

Ref: (i) Freight Marketing Circular No. 05 of 2013 issued vide Board's letter No. 2012/TC (FM)/18/21 dated 07.03.2013
(ii) L&A / Master Circular on 'Policy for Management of Railway land' issued vide Board's letter no. 2021/LML/25/5 dated 04.10.2022.

- 1.0 Freight Marketing Circular No. 05 of 2013 on 'Engine on Load' (EOL) Scheme was issued vide Board's letter No. 2012/TC(FM)/18/21 on 07.03.2013.
- 2.0 Board is in receipt of the representations from Zonal Railways highlighting the problems being faced in implementation of the Engine-on-Load (EOL) scheme in field. The zones have also suggested a few amendments in this regard to make EOL scheme more effective.
- 3.0 Further, after the launch of Gati Shakti Cargo Terminal (GCT) policy, modification in EOL policy has become necessity. Accordingly, suggestions from Zonal Railways have been examined in this office and revised 'Engine-on-Load' (EOL) Scheme has been framed, which is enclosed herewith.
- 4.0 This will be in supersession of all earlier instructions on the above mentioned subject.

This issues with the approval of Rates & Traffic Transportation directorates and with the concurrence of Finance (Comml.) Directorate of Ministry of Railways.

The receipt of this letter may be acknowledged.

Enclosure/As Above


Ashutosh Mishra
Joint Director Freight Marketing

FREIGHT MARKETING
CIRCULAR NO. 16 of 2023

No. 2021/TC(FM)/18/09

New Delhi, Dated 13.12.2023

Copy forwarded for information to :


1. The PFAs, All Indian Railways.
2. The Deputy Comptroller & Auditor General of India (Railways), Rail Bhawan


For Member (Finance)

No. 2021/TC(FM)/18/09

New Delhi, Dated 13.12.2023

1. The Principal Chief Operations Managers, All Indian Railways.
2. The Principal Chief Commercial Managers, All Indian Railways.
3. The Chief Traffic Planning Manager, All Indian Railways.
4. The Chief Freight Transportation Manager, All Indian Railways.
5. The Principal Chief Engineers, All Indian Railways.
6. The Chief Commercial Managers (FM), All Indian Railways.
7. Director General, RDSO, Manak Nagar, Lucknow.
8. Director, Indian Railways Institute of Transport Management (IRITM), Manak Nagar, Lucknow.
9. Director General, National Academy of Indian Railways, Vadodara.
10. The Managing Director/Chief Commercial Manager, Konkan Railway Corporation Ltd., Belapur Bhawan, Plot No. 6, Sector-11, CBD Belapur, Navi Mumbai – 400014.
11. Managing Director, CRIS, Chanakyapuri, Near National Rail Museum, New Delhi.
12. Managing Director, DFCCIL, Pragati Maidan, New Delhi


Ashutosh Mishra
Joint Director Freight Marketing

No. 2021/TC(FM)/18/09

New Delhi, Dated 13.12.2023

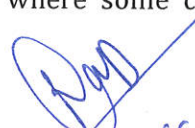
Copy for kind information to:

1. Chairman & CEO, Member (O&BD), Member (Finance), Member (Infra.), Member (T&RS), DG(RPF), and Secretary Railway Board, New Delhi.
2. OSD/MR, EDPG/MR, EDPG/MOSR(J), EDPG/MOSR(D).
3. AM(Traffic), AM(C), Adv (Infra), Adv. (Vig.), PED/TT(M), EDCC, EDTC(Rates), EDTT(S), EDTT(F), EDTT/Coal, ED(Plg.), ED/Infra-II, EDT(PPP), EDV(T), EDF/C&PPP, DTT(S), DTC(R), JDF(C) and OSD/Member (O&BD), Railway Board, New Delhi.

Sub: 'Engine-on-Load' (EOL) Scheme – 2023.

- 1.0 In light of the launch of Gati-shakti Cargo Terminal (GCT) policy, amendments done in Private Sidings and Private Freight Terminals (PFT) policies, and with a view to address operational issues so as to optimize utilization of rolling-stock and enable prompt clearance of freight trains from terminals, the Engine-on-Load (EOL) policy has been revised. ***This new EOL policy will be in supersession of all the earlier instructions issued on the subject.***
- 2.0 EOL system of operations would mean loading and/or unloading in such manner and within such time as would permit placement and clearance of the rake by the same locomotive.
- 3.0 Under the EOL system of operations, the train locomotive will remain available during loading and/or unloading operation in the terminal, and wait on Railway's account (till the free time permitted for loading/ unloading) so as to work the train immediately after loading/ unloading operation is completed.
- 4.0 **Applicability and Eligibility**
- 4.1 Terminals (Gati-shakti Cargo Terminals/ Private Sidings/ Private Freight Terminals) notified for charging on 'through-distance-basis' can operate under the EOL system of operations.
 - 4.1.1 The terminal operator/ owner/ legal representative, for the terminals under EOL system of operations, shall develop facilities for loading and unloading under the EOL system, and design layout to facilitate the same.
- 4.2 All new cargo terminals (Gati-shakti Cargo Terminals/ Private Sidings/ Private Freight Terminals) shall *preferably* operate under the EOL system.
 - 4.2.1 However, only in case of operational/ geographical constraints in implementation of EOL system at any upcoming terminal, Railway (with the consent of Operating department of the Headquarters, and the personal approval of DRM) can decide to commission such terminal under non-EOL system.
- 4.3 **Existing Terminal**
 - 4.3.1 Existing terminals already under EOL system, where problems are being faced in effective implementation of EOL system at any terminal due to operational/ geographic constraints, can – with the consent of terminal operator/ owner/ legal representative – convert to non-EOL system with the approval of competent authority (CA) as defined in para 4.3.5.
 - 4.3.2 There are certain terminals on Indian Railways system which serve an old plant as well as a new plant – where operations of only one of the plants are under EOL system. Similarly, there are terminals where some commodities can be


JDFM


JDFC

FREIGHT MARKETING

CIRCULAR NO. 16 of 2023

handled under EOL system, while handling of some other commodities are not under EOL system (for example, unloading of coal under EOL system but loading of fly-ash under non-EOL system). Such Terminals can be partly notified under EOL with the approval of competent authority as defined in para 4.3.5. For the sake of clarity – for a specific type of rolling-stock, a terminal can function either under EOL system, or under non-EOL system, or under both systems as per the commodity being handled. Free time for such rolling stock shall be permitted accordingly as per the extant policy, and the calculation of Demurrage Charges shall also be done separately. At such terminals, the provisions and benefits of EOL system (such as permission to use Railway locomotive for shunting within free time without Engine Hire Charges) shall be applicable only for specified commodity and/or stock handled which is under EOL system.

4.3.3 Conversion of terminal from EOL to non-EOL system as mentioned in Para 4.3.1 and notification of a terminal under partial EOL system as mentioned in Para 4.3.2 shall be subjected to following provisions:

4.3.3.1 For such conversion of an existing EOL terminal to non-EOL system, and notification of terminal for partial EOL, the Division (with the approval of DRM) will send proposal with 'detailed operational justification' to Headquarters office. The proposal will be examined in the Headquarters office, and PCOM & PCCM jointly may approve conversion to non-EOL/partial EOL system by passing a reasoned Speaking Order.

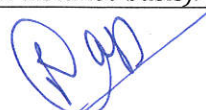
4.3.3.2 The terminal operator/ owner/ legal representative will be required to clear all the pending dues and withdraw all pending arbitration/ court cases against railway, before such conversion to non-EOL system takes effect.

4.3.4 Existing terminals, which have been operating under non-EOL system, may also opt to come under EOL system by signing an EOL Agreement with the Railway; or may continue with the prevailing norms of non-EOL system. However, conversion to EOL system shall be applicable only for terminals where charging is being done on through-distance-basis.

4.3.5 For sake of clarity, competent authority for conversion of terminal from non-EOL to EOL and vice-versa shall be as under -

Conversion of Terminal into	Recommending Authority	Approval Authority
Existing EOL terminal into Non-EOL	<u>Division with the approval of DRM</u> will send 'detailed operational justification'	Joint approval <u>of PCOM & PCCM in Zonal Railway</u> , who will pass a reasoned Speaking Order
For partial EOL	<u>Division with the approval of DRM</u> will send 'detailed operational justification'	Joint approval <u>of PCOM & PCCM in Zonal Railway</u> , who will pass a reasoned Speaking Order
Existing Non-EOL to EOL	May opt to come under EOL by signing an EOL agreement with the Division (<i>applicable only for terminals where charging is being done on through distance basis</i>).	


JDFM


JDFC

FREIGHT MARKETING

CIRCULAR NO. 16 of 2023

- 5.0 Terminals operating under the EOL system need to sign an '**EOL Agreement**' with the Division as per the provisions of EOL policy, as amended from time to time. (For the terminals already commissioned and operating under the EOL system, signing of a separate EOL Agreement is not required, provided all the provisions of the EOL policy are already included in the GCT/ Siding/ PFT Agreement. If needed, a suitable amendment/ addendum may be incorporated in the GCT/ Siding/ PFT agreement/ MoU).
- 5.1 In all cases, the agreement signing authority will be Sr. DCM of the division where terminal is located.
- 5.2 The agreement signing authority on behalf of the terminal shall be a legal representative only.

6.0 Provisions under EOL system

- 6.1 The **free-time for loading and/or unloading** at the terminals under EOL system shall be lower than the normal free-time, so as to minimize detention to wagons and to ensure that the placement and clearance of rake is possible by the same loco.
- 6.1.1 The quantum of EOL free-time for terminals shall be as prescribed vide para 2.5 of RMC/Demurrage-Wharfage Waiver/2016/0, as modified from time to time.
- 6.2 **Cost of Commercial Staff:** The cost of commercial staff applicable on various types of terminal, shall be as under:

<i>Type of Terminal</i>	<i>Applicability of Commercial Staff cost</i>
EOL Terminal	All GCT/ Private Siding / PFT under EOL- No cost of commercial staff to be levied
Non-EOL Terminal	(A) GCT (including terminal migrated as GCT)- No cost of commercial staff to be levied as per the GCT Master Circular 2022 as amended time to time (B) Private Siding/ PFT - Cost of only one commercial staff shall be borne by the Siding/terminal owner. (Para 1.8 of FMC 06/2020 and Para 13.0 of Master Circular of PFT 2020).
Partial EOL Terminal as per para 4.3.2	(A) GCT (including terminal migrated as GCT)- No cost of commercial staff to be levied. (B) Private Siding / PFT - Cost of only one commercial staff shall be borne by the Siding/terminal owner. (Para 1.8 of FMC 06/2020 and Para 13.0 of Master Circular of PFT 2020).

- 6.3 **Exemption from Engine Hire Charges (EHC*):** Terminals operating under EOL system shall be permitted to utilize Railways' locomotive(s) during loading and/or unloading of the rake(s) within the prescribed free-time, without levy of any additional charges. The terminal operator/ manager/ owner may, therefore, not be required to maintain a captive locomotive at his cost at terminals operating under EOL system.


JDFM


JDFC

FREIGHT MARKETING

CIRCULAR NO. 16 of 2023

- 6.3.1 Terminal operator/ owner/ legal representative shall record, and declare to Railway staff present, the time immediately after completion of loading/ unloading. Detention of locomotive/ rake after declaration regarding completion of loading/ unloading shall not be on account of terminal operator/ manager/ owner.
- 6.3.2 The EHC at EOL and partial EOL terminal (for the EOL commodity and/ or stock) will be applicable as per the following table

Status of loading/ unloading	Status of Locomotive	Engine Hire Charges (EHC) [#]
Within Free Time	--	No EHC, irrespective of whether engine is present or it has been withdrawn from the terminal
Beyond Free Time	Locomotive absent for entire duration beyond free time	No EHC will be levied if Locomotive is absent from the end of free time till the completion of loading/ unloading**.
	Locomotive present partially/completely beyond free time	The EHC will be levied for the duration Locomotive is available at the terminal from the end of free time till the completion of loading/ unloading, irrespective of the fact whether the shunting operations have been performed or not***.

Note-

[#] there has to be proper record of the loading/ unloading time and engine arrival/ departure time in the relevant document. Such documents may be made available at the time of inspection.

^{*} EHC, if applicable, shall be levied at the notified All India Engine Hour Cost (AIEHC), for one locomotive only for each rake.


^{**} If the locomotive has been withdrawn from the terminal by railway, the EHC will not be levied for the duration locomotive was not present at the terminal.

^{***} For the sake of clarity, If railway loco is not used during loading / unloading operation, but is detained on account of late release of rake, EHC shall be levied along with Demurrage Charges beyond the applicable free time till the completion of loading/ unloading.

A few illustrations in this regard are given in Annexure 1.

- 6.3.3 For the sake of clarity, the EHC will not be levied for the duration, engine was not available at the terminal.
- 6.3.4 Further any situation, which not covered as per guidelines given in table at para 6.3.2, then EHC shall be levied (beyond free time) for the detention of locomotive on account of terminal operator/ owner/ legal representative


JDFM


JDFC

FREIGHT MARKETING
CIRCULAR NO. 16 of 2023

and no EHC shall be levied for detention of locomotive at terminal on railway account.

- 6.3.5 In case of use of multiple locos to work a single rake – for example multi-loco, double headed loco-consist, etc – EHC (whenever applicable) shall be levied for one loco only. However, use of multi/ double headed loco should be used as per the need of load and availability of locomotives without causing any undue detention to the rake.
- 6.3.6 For levying of EHC, proper record shall be maintained by the concerned Station Master (SM)/ Yard Master (YM), which must have the following details:
- A. Details of the availability of railway locomotive from placement to release of the rake.
 - B. Details, with timings, if the locomotive has been withdrawn from the terminal, while loading/ unloading was in process.

These records shall be certified by the SM/ YM for each rake for raising bills for Engine Hire Charges.

6.4 Exemption from Siding Charges: For terminals under EOL system where freight is charged on the basis of through distance for the complete length of the terminal, as well as for bulb-type terminals where freight is charged on the basis of through distance up to a specified loading or unloading point and not for the entire length of the terminal, no Siding Charges for haulage of wagons within the Terminal shall be levied.

7.0 General conditions

- 7.1 Suitable resting facilities shall be provided to the train crew by the terminal operator/ owner/ legal representative within their premises as per the standard prescribed by the Railway Administration.
- 7.2 Terminal operator/ owner/ legal representative shall also permit the train crew to avail facilities, such as staff canteen, etc, in their premises on payment of charges as prescribed for their own staff. This would inter-alia also include preparation of meals and refreshment seven during the time when the staff canteen is closed, as per the requirement of the train crew so that they may be available on-site to work a train or perform shunting as the case may be.
- 7.3 To monitor the duty hours of crew, so that duty hours are not exceeded and sign-on & sign-off is done as per extant rules, all EOL terminals (full/partial) shall be provided with a CMS terminal/kiosk for sign-on & sign off of crew. The kiosk shall be provided, installed, run and maintained by concerned division. The terminal owner shall provide space for installation & electricity connection. In case of failure/unavailability of the kiosk/s, sign-on & sign-off shall be done as per extant provisions.
- 7.4 All Railways shall give wide publicity to the 'Engine-on-Load' scheme among the existing and prospective terminal operator/ owner/ legal representative. Proposals


JDFM


JDFC

FREIGHT MARKETING
CIRCULAR NO. 16 of 2023

may be invited from the terminal operator/ owner/ legal representative desiring to opt for the 'Engine-on-Load' system.

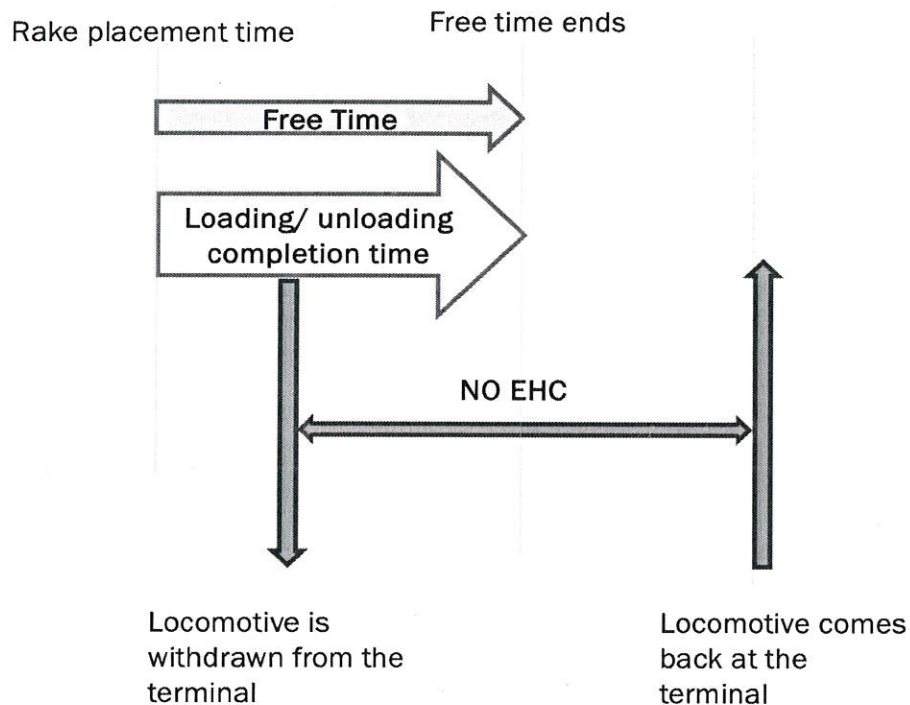
- 7.5 Details of the detentions to wagons and locomotives in the Terminals, before and after switching over to the EOL, may be analyzed and also sent to Board's office for information so that the EOL policy may be reviewed periodically.


JDFM

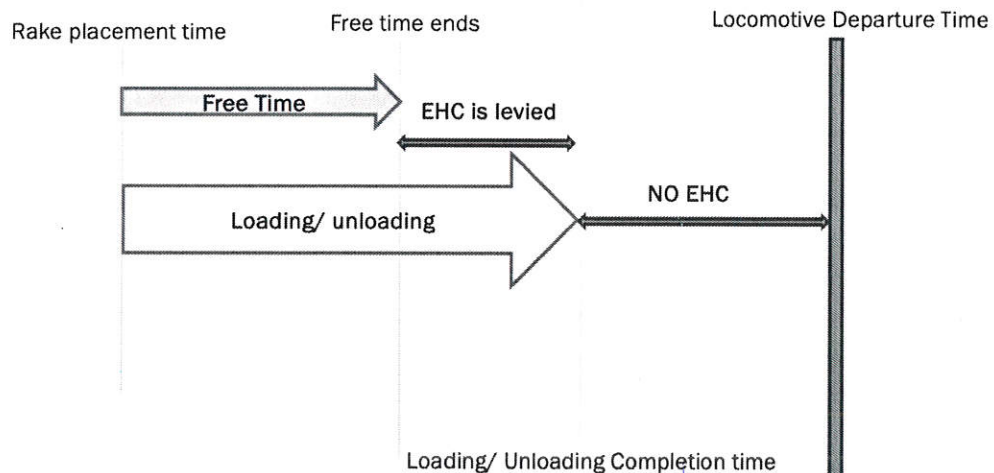

JDPC

A few Illustrations regarding Engine Hiring Charges at EOL terminal

Scenario 1: Loading/ Unloading completed in free time



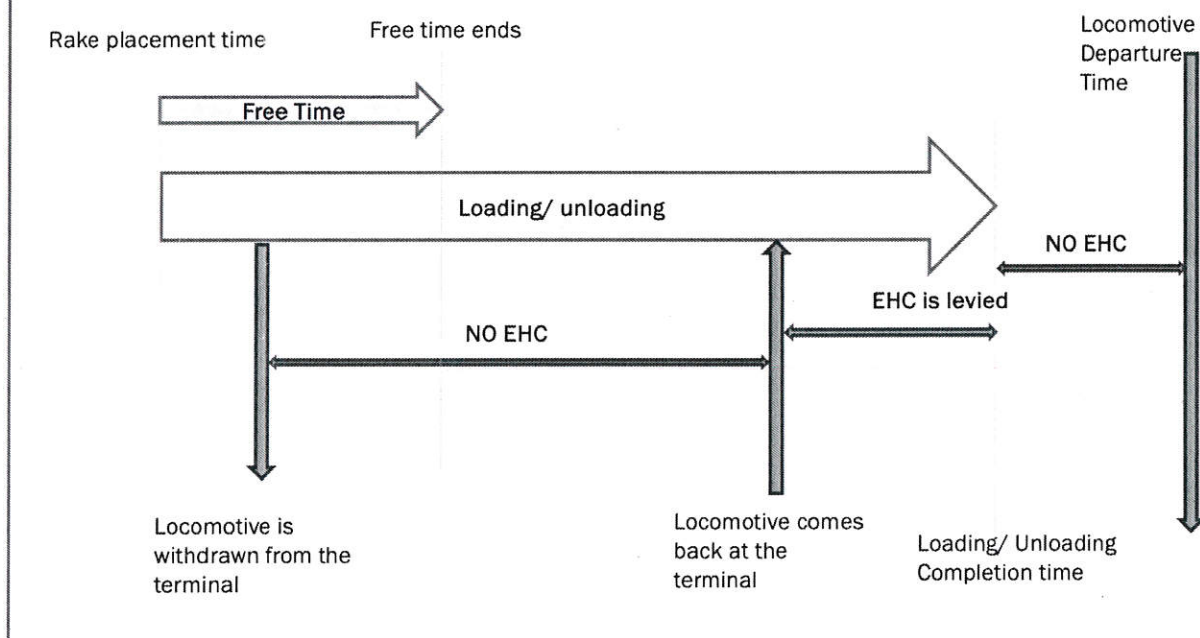
Scenario 2: Loading/ Unloading completed beyond free time and the Locomotive is present at the terminal throughout the loading/ unloading process



JDFM

Rgn
JDFC

Scenario 3: Loading/ Unloading beyond free time and the locomotive is withdrawn from the terminal and then comes back after some time



[Signature]
JDFM

[Signature]
JDFC