

Government of India
Ministry of Railways
(Railway Board)

No.2007/TC-I/302/1Pt.B

New Delhi, dt.23.10.2009

General Managers (Comml.)
General Managers (Optg.)
All Indian Railways

Sub: Operation of container trains by Private Container Operator (PCO) in Railway owned terminals

Ref: Board's letters No.2007/TC-I/302/1 dt.23.9.2008 & No.2007/TC-I/302/1 Pt.E (Rates Circular No.49 of 2008 & Addendum to Rates Circular No.49 of 2008)

Sanction of Ministry of Railways was accorded for granting Private Container Operators (PCOs) access to Railway owned terminals (viz. goods sheds, railway sidings, unused railway lines etc.) for handling of container trains vide Rates Circular No.49 of 2008 w.e.f.01.10.2008 upto 30.09.2009 and the same was extended upto 31.10.2009 vide Addendum to Rates Circular No.49 of 2008. The issue has been reviewed and in supersession of instructions issued vide Board's letters under reference, following instructions are issued for operation of container trains by Private Container Operator (PCO) in Railway owned terminals.

2.0 General Guidelines

- 2.1 Operation and handling of conventional trains will be given preference over container trains. 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 circular. Every CRT will have a capacity of dealing with one container train only at a time.
- 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 served' 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. However, the handling of railway rakes will get priority over container rakes.

In order to ensure that handling of railway rakes get priority over container rakes and for otherwise also, 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.

- 2.6 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.
- 2.7 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 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 PCOs dealing with their container trains at CRTs will be required to pay Terminal Access Charges at the rates as notified from time to time by Railway Board. Current rates and the revised rates w.e.f. 1st January, 2010 are as prescribed below.

Case	Current Rate (upto31.12.2009)	Revised Rate (w.e.f.01.01.2010)
Both terminals owned by Private Container Operator(PCO)	Nil	Nil
Both terminals are owned by Railways	Rs.68,000/- per rake	Rs.1,02,000/- per rake
One terminal each is owned by Railway and a PCO	Rs.34,000/- per rake	Rs.51,000/- per rake

- 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 Charges will be collected at the time of preparation of each RR. *(Illustration: If a container rake is booked from a Container Rail Terminal 'A' (say) to other Container Rail Terminal 'B' (say) and after unloading at 'B', the same rake is again loaded at 'B' and booked to another Container Rail Terminal 'C' (say), Terminal Access Charge of Rs.68,000/- and w.e.f.01.01.2010, Rs.1,02,000/- will be collected at both the originating terminals viz.'A' & 'B'.)*

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

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.100/- per wagon per hour or part thereof.
- 3.2.7 CCM/COM (who ever 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	30

*Type of goods shed will be determined in terms of Rates Circular No. 21 of 2007, as amended from time to time.

- 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 (Rs. per wagon per hour or part thereof)		Rate of Ground Usage Charge (Rs. per rake per hour or part thereof)
Group-I	Rs.100/-	100 x 45 = 4500	Rs.4500/-
Group-II	Rs.75/-	75 x 45 = 3375	Rs.3375/-
Group-III	Rs.50/-	50 x 45 = 2250	Rs.2250/-

- 3.3.8 CCM of a Zonal Railways 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 2 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.

- 3.5** 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 2%.

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

- 4.1 If there is a demand for creating a CRT at any railway owned location, it will be processed by CCM in consultation with COM 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 Stations and goods sheds notified in Group I or Group II in terms of Rates Circular No.21 of 2007 will not be permitted for notification as CRT. However, on a trial basis, Group I & II stations, other than those stations mentioned in Annexure, may also be considered for notifying as CRT for chassis stuffing/de stuffing operation only provided the chassis operation of container rakes at such station does not affect the railway's operation of loading/unloading of its own stock.

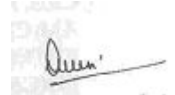
It may also be kept in view that handling of chassis operation by PCOs does not lead to diversion of rail traffic to container.

- 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.
5. This issues with the concurrence of Finance and Traffic Transportation Directorates of the Ministry of Railways.
6. These instructions will be effective **w.e.f.01.11.2009** and will be valid upto **31.10.2010**.

D.A. as above



(N.K.Parsuramka)
Director, Traffic Comml.(Rates)
Railway Board

No.2007/TC-I/302/1Pt.B

New Delhi, dt.23.10.2009

Copy to:

1. **FA&CAOs**, All Indian Railways
2. Dy.C&AG(Rlys), Room No.222, Rail Bhavan, New Delhi.



For Financial Commissioner/Railways

No.2007/TC-I/302/1Pt.B

New Delhi, dt.23.10.2009

Copy to:

1. Managing Director, CRIS, Chanakyapuri, New Delhi-21.
2. Chief Admn. Officer, FOIS, N. Rly., Camp: CRIS, Chanakyapuri, New Delhi-21.
3. Managing Director, KRCL, Belapur Bhavan, Sector-11, CBD Belapur, Navi Mumbai-400614.
4. Director General, Railway Staff College, Vadodara
5. General Secy., IRCA, New Delhi.
6. Director, IRITM, Campus: Hardoi Bye-pass Road, Vill-Kanausi, P.O.-Manaknagar, Lucknow-226011
7. Secretary, RRT, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
8. Chief Commissioner of Railway Safety, Lucknow.



(N.K.Parsuramka)
Director, Traffic Comml.(Rates)
Railway Board

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TC(R), TC(CR), F(C), Safety Branches, Railway Board

ANNEXURE

Exception List of goods shed for notification as Container Rail Terminal (CRT)
(refer Para 4.4)

	Railway	Station
1.	Central Railway	Pune, Wadi Bunder
2.	Eastern Railway	Nil
3.	East Central Railway	Nil
4.	East Coast Railway	Nil
5.	Northern Railway	Nil
6.	North Central Railway	Nil
7.	North Eastern Railway	Nil
8.	North Western Railway	Nil
9.	Northeast Frontier Railway	Nil
10.	Southern Railway	Nil
11.	South Central Railway	Nil
12.	South East Central Railway	Bishrampur, Kharsia, Shadol, Kirodimal Nagar
13.	South Eastern Railway	Banspani, Haldia Dock Complex, Jaroli, Deojhar, Noamundi, Barajamda, Barbil, Barsuan, Bolani, Birmitrapur, Dangoaposi, Gua, Bimlagarh, Chandiposi, Karampada, Badampahar
14.	South Western Railway	Sankaval, Sanvordem, Tinaighat, Ranjitpura
15.	Western Railway	Jogeshwari
16.	West Central Railway	Nil