

**GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF RAILWAYS(RAIL MANTRALAYA)
RAILWAY BOARD(RAIL BHAVAN)**

No.TC-I/2005/201/2Vol-II

New Delhi, dated 19 March 2012

General Manager(Comml.)
All Zonal Railways

Sub : In private/assisted siding where placement/release of a rake from/to interchange point is done through siding owner's loco, the guidelines for reckoning of excess detention when a loaded rake, after unloading, is back-loaded

Ref : Board's letter No.TC-I/2005/201/2 dt.19.12.2005(Rates Circular No.74 of 2005)
Board's letter No.TC-I/2005/201/2 dt.5.12.2006(Rates Circular No.106 of 2006)
Board's letter No.TC-I/2005/201/2 dt.5.12.2006(Rates Circular No.95 of 2007)

Suggestions have been received as regards reckoning of excess detention when a loaded rake, after unloading, stands allotted for back-loading in a private/assisted siding where placement/release of a rake from/to interchange point is done through siding owner's loco. Particularly, NWR may please connect COM/NWR's letter No.T-2/88/1/SHREE CEMENT dt.25.12.2011.

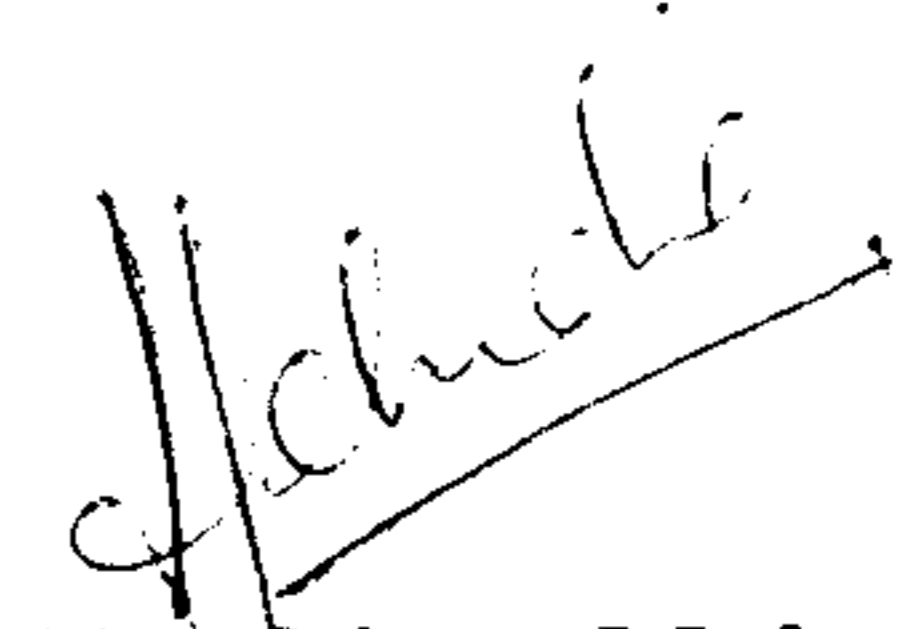
2. Extant guidelines regarding Demurrage rules in case of private/assisted sidings where placement/release of a rake from/to interchange point is done through siding owner's loco are stipulated vide Para 2.2.3 of Rates Circular No.74 of 2005, which has been incorporated vide Rates Circular No.106 of 2006 and further modified vide Rates Circular No.95 of 2007.

3. The matter has been examined and it has been decided to add 'Para 2.2.3(a)' below the 'Para 2.2.3' of Rates Circular No.74 of 2005, as given below:

"2.2.3(a) In private/assisted sidings where placement/release of a rake from/to the interchange point is done through siding owner's loco, the reckoning of excess detention when a loaded rake, after unloading, is allotted for back-loading shall be governed by the following guidelines:

- The 'excess' detention (for the purpose of levying Demurrage Charge) would be reckoned after the expiry of total of the free time permitted separately for two activities, i.e. first unloading and then loading; total time taken for unloading and loading shall commence from the time of placement of the rake for unloading and conclude at the time the loaded rake is handed back to the railway at the designated point.
- However, additional free time that may presently be extended in such situation, on account of shunting of the rake from the unloading point to the loading point within the siding would no longer be permissible; the time presently allowed for movement of the rake from the interchange point to the siding and vice versa, if any, would continue to be reckoned for calculation of admissible free time for loading/unloading.

- Extant provisions in respect of Bunching Allowance on subsequent rakes shall continue to apply. ”
4. This issues in consultation with Traffic Transportation Dte. and with the concurrence of Finance Dte. of Ministry of Railways.
5. These instructions will be effective from 01.04.2012.



(Aashima Mehrotra)
Joint Director, Traffic Comml.(Rates)
Railway Board

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New Delhi, dated 19 March 2012

Copy to:

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



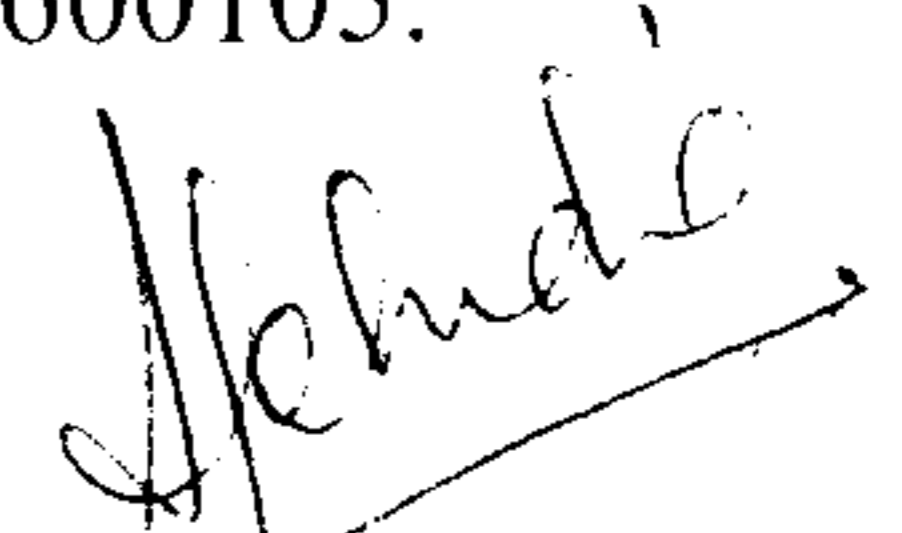
for Financial Commissioner/Railways

No.TC-I/2005/201/2Vol-II

New Delhi, dated 19 March 2012

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. General Secy., IRCA, New Delhi.
5. Secretary, RRT, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
6. Chief Commissioner of Railway Safety, Lucknow.



(Aashima Mehrotra)
Joint Director, Traffic Comml.(Rates)
Railway Board

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CRB, MT, FC, Railway Board

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