

2021/TC(FM)/18/23-Part(8)

I/3104441/2024

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

रेल भवन, नई दिल्ली - 110001

No. 2021/TC(FM)/18/23 – Part 8


Rail Bhavan, New Delhi – 110 001, dated 09.09.2024

Pr. Chief Commercial Managers,
Pr. Chief Operations Managers,
All Zonal Railways

Sub: Clarifications on various issues raised by Zonal Railways w.r.t. implementation of GCT policy

Various issues are being highlighted by Zonal Railways w.r.t. challenges they are faced during implementation of GCT policy. The issues highlighted have been examined in this office. The issues raised and their clarifications are juxtaposed below –


SN	Issues raised by ZRs	Clarification
1	Installation of EIMWB is mandatory within the GCT premises, however, in case of exceptional circumstances this may be installed partially or wholly on railway land	Guidelines for installation of EIMWB by private siding owner, where it becomes unavoidably essential to install the weighbridge on railway land, are already given under RMC/Provision of Weighbridge/2019/0 dated 11.07.2019 and the same is also applicable over GCTs.
2	In case of variation of estimation cost and actual capital cost what documents can be considered for calculation of such escalated cost. Further for sake of reimbursement of capital cost which is to be considered Sanctioned cost or executed cost. Clarification of Railway Board is solicited on the issue.	Capital cost initially approved and vetted by Railway for common user facilities, shall be considered for reimbursement to the GCTO in terms of para 5.2.3 of GCT policy.
3	ZR requested necessary clarification in this regard that whether the existing private siding / PFTs located entirely on non -railway land are also exempted from payment of land licensing for connectivity portion of Railway land. Whether there is any requirement to convert existing	It is clarified that existing private sidings/PFTs located entirely on private land, shall continue to pay land license fee for the railway land utilized for connectivity portion. The land license fee for connectivity portion can only be exempted (as per provision of para 13.0 of GCT policy) for such siding/PFT, if


04-9-2024

2021/TC(FM)/18/23-Part(8)

I/3104441/2024

	terminal into GCT to avail benefit of waiver of land licensing for connectivity portion.	these are opted and approved for migration into GCT.,
4	It may be clarified if the GCTOs are eligible to get refund for the cost incurred for works like station building, booking office and passenger amenities if any, apart from the facilities as detailed in para 5.2 of GCT policy.	The works mentioned under para 5.2 of GCT policy, can only be considered for common user facilities, which is to marked on ESP, and accordingly same shall be reimbursed in terms of para 5.2.3 of policy.
5	As per provision in GCT 2022, staff cost including Commercial, Operating and other cost is to be borne by Railway only. it is suggested to include that the staff cost may be borne by GCTOs. The conditions as made for refunding of capital cost either in case of Common user facilities or new block stations where loading in terms of MTPA is considered, may also be made applicable for collecting staff cost also	It is clarified that as per provision under para no. 14.1 of GCT policy, no cost of commercial staff will be charged from the GCTO. Thus Railway is only responsible to borne commercial staff cost. The operating staff, whenever required and deployed for GCT exclusive use, the cost of the same shall be charged from GCTO.
6	It is requested to clarify that whether proposal on railway land to be dealt from conceptual plan, FSR, IPA or directly from ESP stage.	As per para no. 11 of Schedule 2 of GCT policy, applicant is supposed to submit ESP after letter of Allotment (LOA), thus LOA shall be treated equivalent to IPA and therefore all procedure and time lines shall be commenced from ESP stage.
7	GCT on non railway land, where ESP already approved, but GCTO approached railways for revising the ESP due to some land issue, procedure to adopt for GCTO either manually or through GCT portal.	After approval of ESP under schedule-I on GCT portal, if any party approached for revising the ESP, the same should be considered manually i.e. similar to other projects.
8	If a proposal uploaded in GCT portal which was proposed on railway land with loop line, should be processed by operating dept. Or commercial dept.	For GCT proposals on Railway land, selection of GCTO shall be made on the basis of open tender only, therefore, such proposals if received on GCT portal (i.e. actually meant for proposals for private land only) should be rejected on portal with advise to apply through EOI/tender invited by Railway, if found feasible. Further, as mentioned in para 5 of schedule II of GCT policy that Sr. DCM is the convener of the Tender


04-9-2024

2021/TC(FM)/18/23-Part(8)

I/3104441/2024

		committee, therefore, such proposals shall be processed by Commercial department for selection of GCTO through tender.
9	A timeline for submission of Private land ownership details may also be mentioned. If a party has not submitted the Private Land ownership or submits incomplete ownership of land, can it be allowed for construction at Railway premises such as Common User Traffic Facility Works or modifications at serving station? Construction in Railway premises without constructing GCT may hamper Railways own expansion or invite litigation in future if the applicant fail to acquire Private Land.	Board vide its letter no. 2022/TC(FM)/18/07 dated 23.08.2022 (copy enclosed) had already issued clarification that "if the applicant does not submit documents related to ownership / lease of land etc. along with ESP, the approval of ESP and other technical drawings may be processed without waiting for the land related documents and details. However, the submission of details of ownership/lease of land by the applicant shall be ensured before taking up any construction activity associated with GCT".

Zonal Railway may take action accordingly please.


 04.9.2024
(Ashutosh Mishra)
Joint Director Freight Marketing
Railway Board

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

रेल भवन ,नई दिल्ली -110001

No. 2022/TC(FM)/18/07 – Part (2)

Rail Bhavan, New Delhi – 110 001, dated 23.08.2022

General Manager,
Eastern Railway,
Fairlie Place, Kolkata

Sub: Clarification of Gati Shakti Multi-Model Cargo Terminals (GCT) Policy – Approval of ESP/ SIP with pending submission of land ownership or lease details.

Ref: (i) PED/Gati Shakti Note no. 2022/PED(GS)/Committee/02 dated 24.06.22
(ii) DRM/Eastern Railway/Asansol letter addressed to PED/Gati Shakti no. G/DRM/ASN/Optg/22 dated 24.06.22

DRM/Asansol/E.Rly vide their letter under ref-(ii), has requested to review the Clause no. 5.1 of Schedule '1' of GCT policy, entitling DRMs to approve ESP for a proposed GCT even without the availability of documents regarding ownership / lease of the land.

In this regard, it is clarified that if the applicant does not submit documents related to ownership / lease of land, etc. along with ESP and other technical drawings, the approval of ESP and other technical drawings may be processed without waiting for the land-related documents and details.

However, submission of details of ownership / lease of land by the applicant shall be ensured before granting final approval for operation of GCT as well as signing of the GCT Agreement / land licensing Agreement, or before taking up any construction activity associated with GCT.

This issue in consultation with Land & Amenities, Civil Engineering and Finance Directorates of Ministry of Railways.

Zonal Railways may take action accordingly.


(Ashutosh Mishra)
Joint Director Freight Marketing
Railway Board

Copy to : PCOMs & PCCMs – All Zonal Railways