

Government of India
Ministry of Railways
(Railway Board)

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

New Delhi, Dt.09.04.2012

Chief Comml. Manager(FM)
Northern Railway
New Delhi.

Sub: Levy of Haulage Charge when container rakes are moved for C&W examination to other than nominated depots

Please refer to NR's letter No.37-RD/KRIBHCO/KRIL/2010 dt.09.09.2011 & dt.18.01.2012 seeking clarification regarding levy of Haulage Charge when container rakes are moved for C&W examination to other than nominated depots.

The matter has been examined in consultation with T.T. Dte. wherein it was brought out that the matter has already been clarified vide Para 9.0 of the minutes of the meeting held with representatives of ACTO on 09.09.2011 in Rail Bhavan, which is enclosed herewith.



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

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

S.No. 30

No. 2007/TT-III/73/CA/2

Rail Bhavan, New Delhi - 110 001, dt 09.09.2011

ACTO <i>Revised Poojan Kashyap</i>	Innovative B2B Logistics Solution Pvt. Ltd.,
Adani Logistics,	Arshya Rail infrastructure Ltd
Boxtrans Logistics (India) Services Pvt. Ltd.,	Container Rail Road Services Pvt. Ltd.,
CONCOR,	Central Warehousing Corporation,
Trans Rail Logistics Ltd.	ETA Engineering
Gateway Rail Freight Pvt. Ltd.,	Hind Terminals Pvt. Ltd
India Infrastructure & Logistics Pvt. Ltd.,	PRCL,
Reliance Infrastructure & Engineering	SICAL Multimodal and Rail Transport
KRIBCO Infrastructure	

Sub: Meeting with Container Train Operators.

A copy of minutes of the above mentioned meeting held on 17.08.2011 is enclosed.

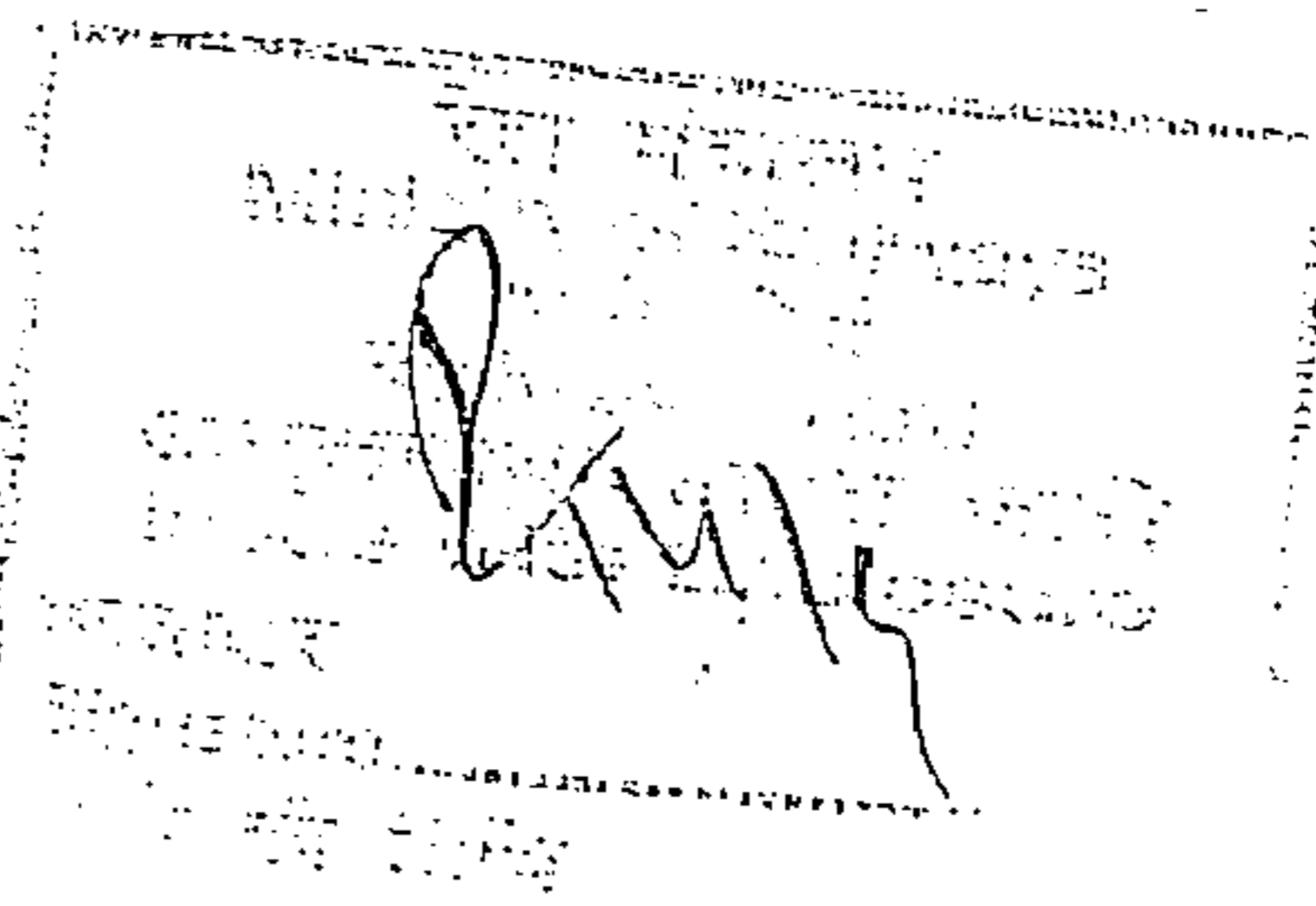
S.C. Shama
(S.C Shama)
Dy. Director Traffic Transportation (F)
Railway Board

Copy to: Adv (FM), EDTC(R) & EDME(Frt.)

कृपया ज्ञात करें

पंजीकृत

13/9/11



also Railway Board. Extension, if any required, may be obtained from the Zonal Railway.

6. ACTO representatives mentioned that as per Concession Agreement a single charge should be levied for provision of brake vans and no haulage charges should be levied. They requested that Railway Board may issue suitable instruction to ensure for account of brake vans already procured / being procured by CTO so that applicable credit could be availed by them. EDTC(R) mentioned that the issue is under consideration and suitable instruction will be issued.

7. CTOs mentioned that one of the reason for sick detachment is non availability of adequate number of wheel sets and other spares at base stations. They suggested that repair on train may be considered to reduce the sick detachment. All infrastructure support including crane etc. will be provided by CTOs.

EDME(Fr.) pointed out that due to increased wagon procurement by Railways there may be shortage of wheel sets in some cases. Availability of spare is being monitored. However, case of shortage of spare should be brought to notice of CME of concerned Zonal Railway with a copy to him so that he can also take up the matter with Zonal Railways wherever there is a delay.

8. CTOs requested that to bring out clarity, Railway Board should issue suitable guidelines in regard to stabling charges. EDTT(S) mentioned that an instruction in this regard is already available and will be reiterated to Zonal Railway.

CTOs pointed out that on certain Railways, rakes are being moved to stabling yard from terminals and Railways are charging haulage/stabling charges for such movement. CTOs requested that suitable instructions may be issued to Railway. EDTT(S) indicated that such situation are arising mainly due to excessive detention of trains for loading / unloading and also bunching of rakes. In case of bunching of rakes Railway cannot stable all trains at the rail terminals. The specific cases may be taken up with the Zonal Railways.

9. For movement of container rake for examination purposes to Railway yard, it was clarified that as per Concession Agreement there is no provision of BLC rake examination in Railway yard. Normal maintenance of rake has to be done in Rail terminals. However in cases where Railway is not in a position to undertake such examinations in rail terminal and examination is done in Railway yard, in those cases only the haulage charges are not leviable. It is responsibility of the operator to bring back rake to base station before expiry of validity of BPC.