

Government of India
Ministry of Railways
(Railway Board)

No.TC-I/2012/214/Noli

New Delhi, dt.30.08.2013

Chief Commercial Manager
Northern Railway
New Delhi.

Sub: Levy of Siding Charge and Shunting Charge at CWCN siding at Noli
Ref: NR's letters letter No.1-AC/405/R/III dt.03.07.2013

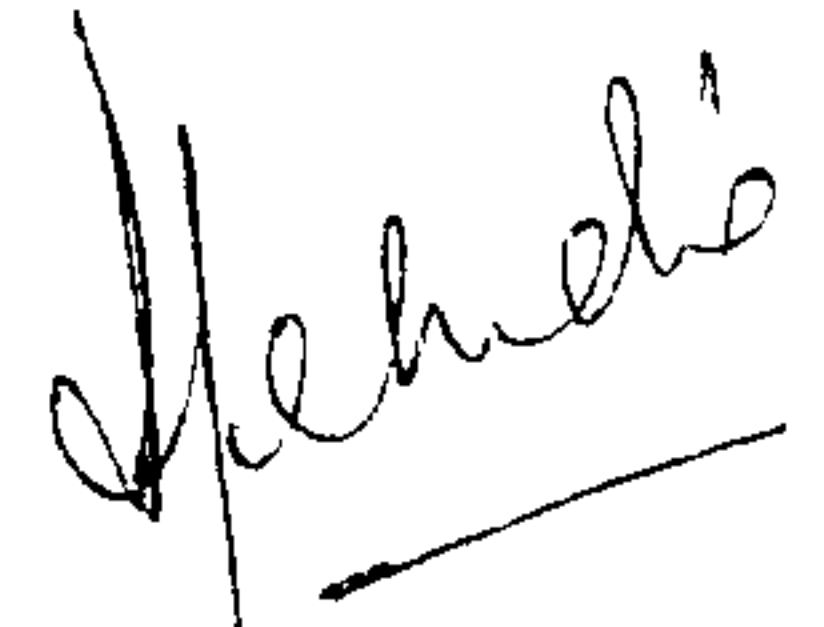
The referred issue regarding levy of Siding Charge and Shunting Charge at CWCN siding at Noli has been examined in consultation with Traffic Transportation and Finance Directorates of Ministry of Railways.

In the case of CWCN siding, the 'total time of availability of railway locomotive', for the purpose of assessing **Shunting Charge**, would be reckoned as the time interval between its departure from the serving station and, on return, its arrival back at the serving station.

As per extant instructions, the 'Trip time' for placement/withdrawal of rake from serving station to the siding and back is to constitute the basis for computing and levying **Siding Charge**. Therefore, in cases where **Siding Charge** is leviable, the **Shunting Charge** would be net of 'total time of availability of railway locomotive in CWCN siding (as brought out in the preceding paragraph)' minus 'Trip time'.

The Operating Department of Northern Railway should review the operational system with the objective of minimizing the presence of railway's locomotive within the siding. A time bound action plan may also be finalized in consultation with the siding owner for installation of overhead gantry cranes in the siding.

Northern Railway may also suitably advise the siding owner, ACTO and/or its members in reference to their representations on the issue.



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