The General Manager,
North Western Railway, Jaipur,
Western Railway, Mumbai.

Sub : Roll on-Roll off (Ro-Ro) Scheme.

Ref. : North Western Railway’s letter No.C.375/Parcel Cargo/Vol.II dated 28.06.2019

1. Board had notified the RO-RO scheme whereby Zonal Railways were empowered to run RO-RO service by quoting RO-RO rates considering various local conditions linked with the service.

2. However, North Western Railway has requested Board’s office to advise a rate for Roll on-Roll off (Ro-Ro) service for transportation of Zinc Concentrate in loaded trucks on BRN rakes from Agucha Mines (MHZR) to Chanderia Station (HZL), a distance of 117 kms.

3. The proposal has been examined and Competent Authority have approved a rate of ₹ 340.00 per tonne for the round trip viz. (a) Outward transportation of Zinc Concentrate loaded on trucks in BRN rakes from Agucha Mines (MHZR) to Chanderia Station (HZL) and (b) return of BRN rakes either empty or loaded with empty trucks subject to following conditions:-

   i) The above quoted rate shall be for the payload only, i.e. for the weight of commodity loaded and not for tare-weight of the truck. The tare-weight of truck has been accounted for in the haulage charges per tonne. Charging shall be as per actual weight of the payload subject to a minimum of 40 tonne payload (i.e. commodity weight) per truck. Payload indicated at road weighbridge which is duly certified by legal metrology department of State Government shall be acceptable. In no case, the overall weight of the truck and the payload shall exceed the FCC laid down for the wagon.

   ii) Minimum Chargeable train load shall be 1680 tonnes.

   iii) Busy Season Charge and Development Charge shall not be levied. However, Goods and Service Tax and other taxes/surcharges/cess shall be levied as per extant guidelines.

   iv) Freight shall be collected at originating station for full round trip movement for 42 BRN wagons.

   v) Terminal Charge shall be levied as per extant policy.

   vi) Standard rake size shall be 42 wagons and indent shall be placed by the customer for standard rake composition only.
vii) Free time of three hours each shall be allowed at loading and unloading point. Zonal Railways to ensure monitoring of loading and unloading to achieve optimum turn round.

viii) The customer shall have to give a guaranteed traffic of at least 25 rakes per month. However, to begin with, customer is permitted to offer 20 rakes per month for the first 3 months only.

ix) In case, customer fails to load the stipulated number of rakes in a month, then freight charges for that month shall be 5% higher than the notified rate i.e., of ₹340+5% = ₹357 per tonne. The difference in freight will be payable by customer within three days from issue of bill by concerned Railway, failing which action may be taken to forfeit the Bank Guarantee.

**Illustration:** Let us say a customer instead of loading 25 rakes per month as mentioned in Item (viii) above, has loaded only 20 rakes, then freight charges shall be calculated at revised rate of ₹357 per tonne.

Assuming 1680 tonne minimum chargeable tonnage, the freight difference shall be calculated and collected as below:

<table>
<thead>
<tr>
<th>Description</th>
<th>Rate (₹ 340 per tonne for 1680 tonnes)</th>
<th>Rate (₹ 357 per tonne for 1680 tonnes)</th>
<th>Difference to be paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Freight at normal rate for 20 rakes</td>
<td>₹1,14,24,000/-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Freight at revised rate for 20 rakes @ ₹357 per tonne for 1680 tonnes</td>
<td>₹1,19,95,200/-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Difference to be paid</td>
<td>₹5,71,200/-</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

x) Bank Guarantee equivalent to total freight of 1 rake shall also be given by the customer.

xi) In case of Force-majeure, i.e., an extraordinary event or circumstance beyond the control of the parties, such as a war, strike, riot, crime, or an Act of God (hurricane, flood, earthquake, volcanic eruption, etc.), which prevents one or both parties from fulfilling their obligations, the minimum number of rakes to be loaded shall be adjusted in proportion to the time lost.

xii) Securing of trucks by locks/lashing shall be ensured by the customer.

xiii) Person(s) accompanying trucks shall have to purchase 2nd class tickets (ordinary fare) for both legs of the journey. A maximum of 2 persons per truck including driver shall be permitted.

xiv) Modification of BRN rake for carriage of trucks shall be done in consultation with Operating and Mechanical departments at arranged workshop at the cost of the customer.

xv) C & W examination point shall be decided by North Western Railway.

xvi) CRIS shall make necessary provisions in the system for charging Ro-Ro traffic in TMS.
4. One rake of BRN will be made available for the circuit, and it shall remain in close circuit; whose movement shall be monitored by PCOM/NWR.

This issues with the concurrence of Finance Directorate of Ministry of Railways.

(Shilpi Bishnoi)  
Director, Traffic Commercial (Rates)  
Railway Board.

No.TCR/1078/2016/8  
New Delhi, dated: 15.10.2019

Copy to:

Principal Financial Advisor, All Indian Railways.  
Dy.C&AG of India (Railways), Room No.222, Rail Bhavan, New Delhi.

(for Financial Commissioner (Railways))

No.TCR/1078/2016/8  
New Delhi, dated: 15.10.2019

Copy for information and necessary action to:

1. The General Manager, All Indian Railways (except NWR & WR).
2. The Principal Chief Commercial Managers, All Indian Railways.
3. The Principal Chief Operating Managers, All Indian Railways.
4. Managing Director, CRIS Chanakya Puri, New Delhi-23.
5. The Chief Administrative Officer, POIS, Northern Railway, CRIS, Chanakya Puri, New Delhi-23.
7. Director General, National Institute of Indian Railways, Vadodara.
8. GS/IRCA, New Delhi.
9. Director, Indian Railways Institute of Transport Management, Campus; Hardoi Bye Pass Road, Village & Post Office Kanausi, Manakannagar, Lucknow.

(Shilpi Bishnoi)  
Director, Traffic Commercial (Rates)  
Railway Board.