

भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)

No.TC-I/2021/214/efile(3344078)

New Delhi, Dt.07.07.2023

Pr. Chief Commercial Manager
All Zonal Railways

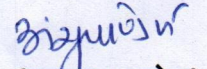
Sub: Fixation and review of Siding Charge

Ref: Para 1807 of Indian Railways Code for Traffic(Commercial)
Department(Copy enclosed)

An instance has come to the notice of Board about short recovery of Siding Charge in case of one siding as the concerned zonal railway failed to conduct trails for arriving at average trip time.

Extant guidelines for fixation and review of Siding Charge prescribed vide Para 1807 of Indian Railways Code for Traffic (Commercial) Department is reiterated for strict compliance, so as to avoid occurrence of such instance in future.

DA: *as above*


(अन्शू पाण्डेय)

निदेशक यातायात वाणिज्य (दर)
रेलवे बोर्ड

Administration should recover repair and maintenance charges for these structures as an additional charge over and above the percentage charges levied on the Railway's share of the cost.

Fixation and Review of Siding Charges.

1807. Where freight is levied from and to the serving station and separate siding charges are levied for haulage of wagons between the serving station and the siding, the siding charges should normally be fixed on the basis of cost per engine hour and the average time for a round trip from the serving station to the siding and back for placement and/or removal of wagons whether loaded or empty. The charges per trip should be arrived at by multiplying the average time taken for the trip by the cost of engine hour, as per the formula given below:

$$\text{Siding Charge} = \text{Average trip time in minutes} \times (\text{Engine Hour Cost} \div 60)$$

The resultant of the above formula will be rounded off to the next higher value to arrive at the net Siding Charge. In case 'average trip time' is less than one hour, the Siding Charge will be levied for a minimum of one hour. Siding Charges for originating station so fixed should be included in the Invoice alongwith freight instead of being separately collected from the siding holder.

(Authority Board's letter No.TC-I/99/214/II Pt.III dated 14.09.09 and TC-I/99/214/II Pt.I dt. 25-01-12) —ACS NO. 19 & 21

The siding charges should be reviewed periodically at intervals of not less than once a year to ensure that they adequately cover the cost of haulage of wagons over the siding.

In the case of sidings where locomotives have to be brought from stations, other than the stations serving a siding, the time taken for bringing the locomotive from the Depot station to the serving station and back should also be taken into account in arriving at the time required for performing the round trip to serve a siding for the purpose of working out the siding charges.

Annual Examination of Earnings of Sidings.

1808. An annual examination should also be made by each Railway Administration of the earnings of all sidings the agreements for which do not provide for lump-sum recoveries of interest and maintenance charges with a view to ensure that sidings which have been unprofitable for a long period and are not likely to bring enough traffic to the railway to justify their retention, are not retained. If the annual review reveals that the earnings from siding charges are not adequate to cover the interest and maintenance charges apart from the cost of working the siding, then the shortfall in interest and maintenance charges should be separately recovered from the siding holder, to ensure that Railway do not incur any loss in working the siding in any particular year. If any particular siding has been financially unremunerative for some time, a detailed examination in respect of that particular siding should be undertaken in order to see whether it would not be worthwhile to close it down outright. In making such an examination the traffic in any particular year should not alone be considered the controlling factor in deciding whether the siding should be retained or not. If the siding has been giving substantial traffic to the railway generally, and if the fall in the earnings during the period under examination is temporary and is only due to causes like a general depression in a particular trade, it should be considered before its dismantlement is decided upon, whether it would not be profitable in the long run to retain the siding for some time.

Posting of Railway Clerks in Assisted/Private Sidings for tallying Goods.

1809. Railway Administrations are not under any obligation to provide Goods Clerks or other staff for tallying or supervising goods loaded in or unloaded from wagons in Assisted and Private Sidings. Railway Administrations may, however, consider requests for posting Goods Clerks in

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

No.TC-I/99/214/11Pt.I

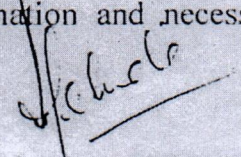
NEW DELHI, dated 25th January 2012

General Manager(Comml.)
All Zonal Railways

Sub: Revision in Rule 1807 of Indian Railway Code for Traffic(Commercial) Department

Ref: Board's letter No.TC-I/99/214/11Pt.I dt.24.09.2009(Rates Circular No.57 of 2009)

A copy of Advance Correction Slip No.21 to Chapter-XVIII of 'Indian Railway Code for Traffic(Commercial) Department' is enclosed herewith for information and necessary action please.


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

No. TC-I/99/214/11Pt.I

NEW DELHI, dated 25th January 2012

Copy to:

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

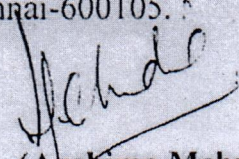

for Financial Commissioner/Railways

No. TC-I/99/214/11Pt.I

NEW DELHI, dated 25th January 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. General Secy., IRCA, New Delhi.
4. Secretary, RRT, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
5. Chief Commissioner of Railway Safety, Lucknow.


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

Copy for necessary action:
Code Revision Cell, Railway Board.

Indian Railway Code for Traffic(Commercial) Department

Chapter-XVIII (Sidings)

Advance Correction Slip No.21

First paragraph of Rule 1807 of Indian Railway Code for Traffic (Commercial) Department may be replaced by the following:

“1807: Where freight is levied from and to the serving station and separate siding charges are levied for haulage of wagons between the serving station and the siding, the siding charges should normally be fixed on the basis of cost per engine hour and the average time for a round trip from the serving station to the siding and back for placement and/or removal of wagons whether loaded or empty. The charges per trip should be arrived at by multiplying the average time taken for the trip by the cost of engine hour, as per the formula given below:

$$\text{Siding Charge} = \text{Average trip time in minutes} \times (\text{Engine Hour Cost} \div 60)$$

The resultant of the above formula will be rounded off to the next higher value to arrive at the net Siding Charge. In case ‘average trip time’ is less than one hour, the Siding Charge will be levied for a minimum of one hour. Siding Charges for originating station so fixed should be included in the Invoice alongwith freight instead of being separately collected from the siding holder.”

(Authority Board's letter No.TC-1/99/214/11Pt.1 dt. 25.01.2012)