

S.N-6
(4/8)

Government of India (Bharat Sarkar)
Ministry of Railways (Rail Mantralaya)
Railway Board

No.TC-I/2005/201/2

New Delhi, dated 23.3.2006

General Manager(Comml.)
SWR,
Hubli..

Sub: Free time and rates of demurrage, wharfage and stacking charges
Ref: Board's letter of even number dated 19.12.2005 (Rates Circular No. 74 of 2005)

Please refer to SWR's letter No.C.200/DC-WF/Free Time/06 dated 13.2.2006 seeking guidelines for grant of block rake and bunching allowances allowed to other steel plants, vide Para 2.4 of Rates Circular No.74 of 2005.

2. Guidelines for grant of block rake and bunching allowances are as under:

Block rake Allowance

- Block rake-allowance should be granted only on the outgoing loaded rakes subject to the condition that the rake in question fulfils the condition regarding size and destination, and is booked at train-load class-rates.
- The allowance is admissible to all single point or two-point destination rakes.

Bunching Allowance

- Bunching allowance will be granted on unloading stream of traffic.
- The allowance is for calendar day only and will not have cumulative effect i.e. not extendable beyond odd hours. For example, the made over time of trains after granting bunching allowance would be as under in case of the terminal dealing with five rakes in one unloading point:

| Arrival time of trains (in Hours) | Due made over time (in Hours) (keeping in view the fact that 2 hrs. of bunching allowance is permitted) | Gain |
|---|--|--------|
| 1600 | 1600 | Nil |
| 1800 | 1600+2 hrs.=1800 | Nil |
| 1900 | 1800+2 hrs.=2000 | 1 hour |
| 2200 | 1900+2 hrs.=2100=2200 | Nil |
| 2300 | 2200+2 hrs.=0000 | 1 hour |

- 6/12
- The allowance will be granted on the basis of tippler/hopper/ore trench/any other mode of unloading process. The trains, which are dealt with in the same unloading point or points, will be treated as one group for bunching allowance irrespective of type of rakes or commodities involved.
 - The allowance should be calculated on actual arrival basis.
 - If a particular unloading area is having two tipplers for unloading the same or similar type of commodities, then 1st two rakes arriving consequently or at the same time will be handled on two tipplers and no bunching allowance will be granted. Subsequent rakes meant for that unloading area will be distributed among two tipplers and bunching allowance will be granted tippler-wise thereafter subject to arrival of rakes in bunched manner. The table below will explain the above issue further:

| Rake No. | Actual arrival time (in Hours) | Rake distribution | Due made over time after affecting bunching allowance |
|-----------------|--------------------------------|-------------------|---|
| 1 st | 0600 | Tippler No.1 | 0600 |
| 2 nd | 0700 | Tippler No.2 | 0700 |
| 3 rd | 0800 | Tippler No.1 | 0600+2 hrs.=0800 |
| 4 th | 0900 | Tippler No.2 | 0700+2hrs.=0900 |
| 5 th | 1100 | Tippler No.1 | 0800+2hrs.=1000=1100 |
| 6 th | 1400 | Tippler No.2 | 0900+2hrs.=1100=1400 |

- The commodities dealt by the steel plants are broadly classified as boiler/middling coal, imported coal, washed coal, iron ore and fluxes including others.
3. This issues in consultation with the Traffic Transportation and Finance Directorates in the Ministry of Railways.

Please acknowledge receipt.


 (Navin Kumar Parsuramka)
 Joint Director Traffic Commercial (Rates)
 Railway Board

Copy to: GM(Comml.), All Indian Railways(Except SWR)