General Manager  
All Zonal Railways

Sub: Container Rail Terminal (CRT)  
Ref: Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0 and corrigenda thereto

Please refer to Chapter-I of Rates Master Circular under reference regarding permission for operation of container trains by private container operators at railway owned terminals notified as Container Rail Terminal (CRT).

The matter has been reviewed and it has been decided to modify Para 4.4 of the Chapter-I of above-mentioned Rates Master Circular. Extant and revised guidelines are given below:

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<th>Extant guidelines</th>
<th>Revised guidelines</th>
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<td>4.4 Stations and goods sheds notified in Group-I &amp; II in terms of Wharfage rule may also be considered for notification as CRT, if multiple handling lines are available and wherever feasible, subject to the condition that traffic dealt at such terminal does not exceed seven rakes per handling line per month. Lift On-Lift Off operation and/or Chassis Stuffing/De-stuffing may be permitted at those terminals on joint recommendation of COM &amp; CCM and with the approval of GM. Zonal Railway in their notification for CRT should clearly indicate whether Lift On-Lift Off operation or Chassis Stuffing/De-stuffing or both is permitted at such CRT. While giving permission for CRT, it may be kept in view that required infrastructure is available at such station/goods shed for handling container traffic.</td>
<td>4.4 (a) Container Rail Terminal at Group-I &amp; II goods sheds/stations for Chassis stuffing/destuffing operation: Stations and goods sheds notified in Group-I &amp; II in terms of Wharfage rule may also be considered for notification as CRT. Chassis stuffing/de-stuffing operation may be permitted at all Group-I &amp; II railway terminals, unless and otherwise notified to the contrary by COM of Zonal Railways due to operational constraints. Zonal Railways may allow such chassis stuffing/destuffing operation of container rakes at such stations and goods sheds only if it does not affect the Railway’s operation of loading/unloading of its own stock. (b) Container Rail Terminal at Group-I &amp; II goods sheds/stations for Lift on-Lift off: Lift On-Lift Off may also be permitted at Group-I &amp; II terminals, if multiple handling lines are available and wherever feasible, subject to the condition that traffic dealt at such terminal does not exceed seven rakes per handling line per month. Lift On-Lift Off operation may be permitted at those terminals on joint recommendation of COM &amp; CCM and with the approval of GM. (c) Zonal Railway in their notification for CRT should clearly indicate whether Lift On-Lift Off operation or Chassis Stuffing/De-stuffing or both is permitted at such CRT. While giving permission for CRT, it may be kept in view that required infrastructure is available at such station/goods shed for handling container traffic.</td>
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This issues in consultation with Traffic Transportation Dte. and with the concurrence of
Finance Dte. of the Ministry of Railways.

(Lata Kumari)
Director, Traffic Commercial(Rates)
Railway Board

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

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Copy to:
1. CCM & COM, all Zonal Railways
5. Director General, National Academy of Indian Railways, Vadodara.
7. Director/IRITM, Hardoi Bye-pass Road, Vill-Kanausi, P.O.-Manaknagar, Lucknow-226011
8. Secretary, RRT, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai- 600105.

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TC(R), TC(CR), F(C), Safety Branches, Railway Board