

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
(रेलवे बोर्ड) (RAILWAY BOARD)

No.TC-I/2014/302/2

New Delhi, dt. 7 .04.2015

General Manager
All Zonal Railways

Sub: Container Rail Terminal(CRT), Container Class Rate(CCR) and Hub & Spoke System of charging

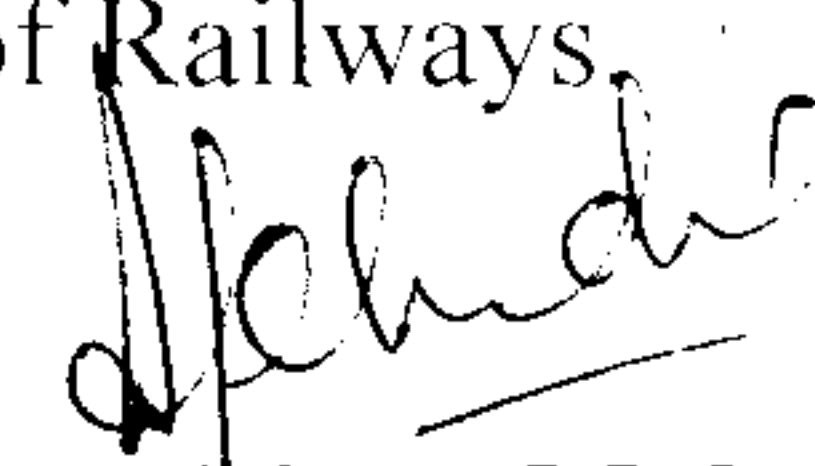
Ref: Board's letters/Rates Circulars listed below:

- letter No.2008/FT-III/73/8 dt.01.07.2008
- letter No.2007/TC-I/302/1Pt.B dt.09.02.2010
- Rates Circular No.59 of 2009 and its corrigenda dt.13.11.2009 & dt.18.05.2011
- Rates Circular No.5 of 2011 and its corrigenda dt.30.08.2011, dt.22.12.2011, dt.13.03.2012, dt.08.06.2012, dt.24.05.2013, dt.05.05.2014, dt.26.12.2014, dt.30.12.2014 & dt.24.03.2015
- Rates Circular No.38 of 2012
- Rates Circular No.5 of 2013
- Rates Circular No.38 of 2014
- Rates Circular No.41 of 2014
- Rates Circular No.5 of 2015
- Rates Circular No.6 of 2015

The guidelines regarding Container Rail Terminal(CRT), Container Class Rate(CCR) and Hub & Spoke system of charging are stipulated in various Board's letters/Rates Circulars as mentioned above. It has been decided to issue a Rates Master Circular on the subject by duly consolidating all guidelines.

Accordingly, the provisions as existing on date in the above mentioned Board's letters/circulars have been drawn out and the consolidated guidelines on the subject matter are enclosed herewith.

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


(Aashima Mehrotra)
Director, Traffic Commercial(Rates)
Railway Board

No.TC-I/2014/302/2

New Delhi, dt. 7 .04.2015

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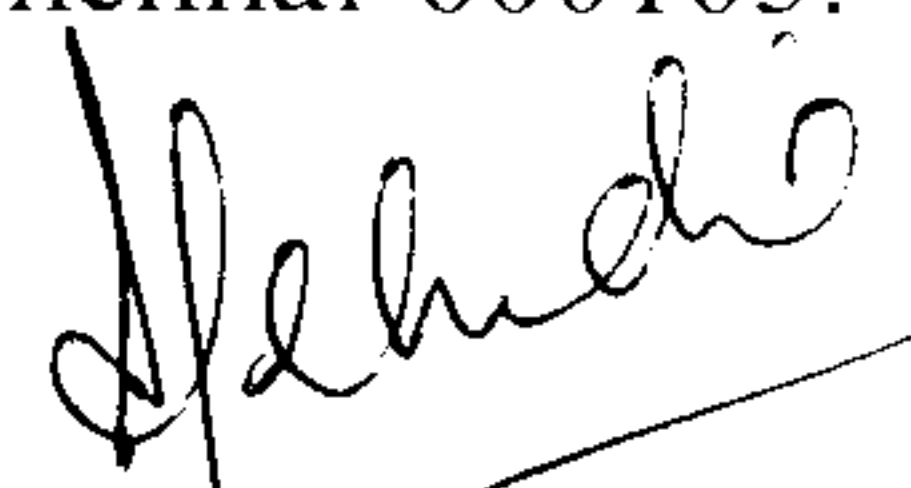

for Financial Commissioner/Railways

No.TC-I/2014/302/2

New Delhi, dt. 7 .04.2015

Copy to:

1. Chief Commercial Manager, All Zonal Railways
2. Chief Operations Manager, All Zonal Railways
3. Managing Director, CRIS, Chanakyapuri, New Delhi-21.
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5. Managing Director, KRCL, Belapur Bhavan, Sector-11, CBD Belapur, Navi Mumbai-400614.
6. Director General, National Academy of Indian Railways, Vadodara
7. General Secy., IRCA, New Delhi.
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10. Chief Commissioner of Railway Safety, Lucknow.



(Aashima Mehrotra)

Director, Traffic Commercial(Rates)
Railway Board

Copy for information:

CRB, MT, FC, Railway Board

AM(C), AM(T), AM(T&C), AM(IT), Adv(F), Adv(FM), Adv(Infra), Adv(Safety),
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EDFC, EDVT, ED(S&E), ED(Plg), ED(PPP), ED(PP), DTC(G), DPM, Dir(T&C), DFM,
DFC, Railway Board

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

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Chapter-I: CONTAINER RAIL TERMINAL (CRT)

(refer Rates Circular No.59 of 2009, its corrigenda dt.13.11.2009 & dt.18.05.2011 and Rates Circular No.38 of 2014)

1.0 Permission

Permission for operation of container trains by Private Container Operator(PCO) in Railway owned terminals notified as Container Rail Terminal(CRT) has been granted upto 31.03.2016 as per Rates Circular No.6 of 2015 (and as amended from time to time).

2.0 General Guidelines

- 2.1 Operation and handling of conventional trains will be given preference over container trains. It must be ensured that railway's business interests are not compromised.
- 2.2 Depending upon assessment of requirement, Zonal Railways may notify one or more Container Rail Terminals(CRTs) at a railway owned terminal in accordance with procedure laid down under Para 4 of this circular. Every CRT will have a capacity of dealing with one container train only at a time.
- 2.3 The CRTs will provide Common User Facilities for all PCOs. No PCO will be provided 'exclusive use' of any Rail Facility except under relevant guidelines specifically issued by Railway Board to regulate provision of such facilities for PCOs. All PCOs will have access to any CRT on a non-exclusive basis on a 'first come first served' basis.
- 2.4 Use of ground at a CRT will be permitted to only one PCO at a time.
- 2.5 CRTs will provide facilities for handling container trains by all PCOs. However, the handling of railway rakes will get priority over container rakes.
- 2.6 In order to ensure that handling of railway rakes get priority over container rakes and for otherwise also, the extant policy and practices regarding imposition of restriction for loading to and from a terminal will also be applicable for container train operation at CRTs.
- 2.7 No CRT will provide container or cargo storage facilities (akin to an ICD or DCT). No staff should be deployed on exclusive basis for any CRT. No permanent container or cargo storage facility will be provided at any CRT.

Jehadi *Man*

2.8 All CRTs will function round the clock for which necessary facilities should be provided. However, relaxation may be granted from round the clock functioning at any CRT with the personal approval of GM.

2.9 Custody, security and responsibility for the containers and cargo on ground awaiting removal, stuffing, de-stuffing, unloading or loading will be with the PCO.

3.0 Charges

Following charges will be paid by PCOs for handling containers at any CRT.

3.1 Terminal Access Charge

3.1.1 Private Container Operators(PCOs) dealing with their container trains at railway owned terminals notified as Container Rail Terminals(CRTs) will be required to pay Terminal Access Charge(TAC) at the rates as notified from time to time by Railway Board. Rate of Terminal Access Charge w.e.f.25.11.2014 is Rs.1,46,450/- per rake per terminal. In case of terminals owned by PCO, TAC is not leviable.

(refer Rates Circular No.38 of 2014)

3.1.2 Charges mentioned above will be levied on per rake basis, irrespective of the actual rake composition or actual number of containers on a train or actual number of wagons or containers handled at the CRT.

3.1.3 Terminal Access Charge(TAC) will be collected at the time of preparation of RR. The methodology for levy of TAC is given below:

Type of rake handling at CRT	Terminal Access Charge(TAC)
Loaded rake in and empty flats out	1 x Rate of TAC
Empty flats in and loaded rake out	1 x Rate of TAC
Loaded rake in and loaded rake out	1.5 x Rate of TAC
Chassis handling	1.5 x Rate of TAC

Note: Here, 'loaded' mean flats loaded with either empty containers or containers loaded with goods.

(refer Rates Circular No.38 of 2014)

3.2 Permissible Free time and Detention Charge for Use of CRTs

3.2.1 Total Permissible Free time at CRTs for loading and/or stuffing the containers, and/or unloading and/or de-stuffing the containers on a container train will be 9(nine) hours, irrespective of the activity or activities done on the rake and number of operations performed (chassis stuffing and de-stuffing, single operation, double operation etc).

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- 3.2.2 Free time will commence from the time of placement of the first wagon of the container train.
- 3.2.3 A container train will be considered to be released at the time at which the last wagon of the rake is released i.e. at the time at which the rake has been released in its entirety and is available for removal from the placement line(s).
- 3.2.4 Detention Charge will be levied for occupation of CRTs beyond the permissible free time up to the time of release of the rake.
- 3.2.5 Detention Charges will be levied for 45 BLC wagons irrespective of the actual number of wagons or containers in the rake or the number of wagons or containers actually dealt with at the CRT concerned.
- 3.2.6 Detention charge would be levied at the prevailing rate of Demurrage Charge, which at present is Rs.150/- per wagon per hour or part thereof.
- 3.2.7 CCM/COM (whoever is designated for dealing with demurrage) of a Zonal Railways may notify a higher Detention Charge (up to six times the normal rate). Higher Detention Charge will be applied for those PCOs who take excessive time to release their rakes or do so repeatedly.

3.3 Ground Usage Charge

- 3.3.1 Ground Usage Charge will be levied for the use of ground at CRT.
- 3.3.2 PCOs will be permitted a free time for use of ground at the CRTs.
- 3.3.3 Permissible Free time for use of ground for dealing with a container train will be same as is permitted under Wharfage rule for goods traffic, irrespective of the activity or activities done on the rake and number of operations performed (chassis stuffing and de-stuffing, single operation, double operation etc.), which at present is as under:

Type of goods shed*	Free time (in hours)
Group-I	12
Group-II	15
Group-III	30

*Type of goods shed will be determined as per the guidelines prescribed under Wharfage rule.

- 3.3.4 Free time for the purpose of Ground Usage Charge will commence from the expiry of the free time for loading and/or unloading the container traffic. Ground Usage charge will be levied after expiry of the Permitted Free time till the time all containers and cargo are removed from the ground by the PCO and ground becomes available to be allotted to the next PCO.

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- 3.3.5 However, if advance stacking has been availed by the PCO, Ground Usage Time will commence from the time advance stacking has been permitted to the time all cargo and containers are removed and ground made free for use by the next container train. Ground Usage Charge will be levied after making allowance for permissible free times for advance stacking and for ground usage.
- 3.3.6 Ground Usage Charge will be levied on per train per hour basis irrespective of the number of container or the goods on the ground.
- 3.3.7 Ground Usage Charge will be levied for full rake of 45 wagons at the prevailing rate of Wharfage charge, as under:

Type of goods shed	Present rate of Wharfage charge (per wagon per hour or part thereof)		Rate of Ground Usage Charge (per rake per hour or part thereof)
Group-I	Rs.150/-	150 x 45 = 6750	Rs.6750/-
Group-II	Rs.120/-	120 x 45 = 5400	Rs.5400/-
Group-III	Rs.75/-	75 x 45 = 3375	Rs.3375/-

- 3.3.8 CCM of a Zonal Railway may apply higher Ground Usage Charge (up to six times the normal rate applicable for the 6th Day). Higher Ground Usage Charges will be applied for those PCOs who repeatedly fail to release the ground at the CRT within two days.

3.4 Ground Usage Charge for advance stacking

- 3.4.1 PCOs may be permitted advance stacking of cargo and/or containers on the ground of any CRT for 24 hours free of any charge for loading on an incoming train.
- 3.4.2 Ground Usage Charge at the rates mentioned in Para 3.3.7 will be levied in accordance with Para 3.3.5 if the ground is not cleared at expiry of the free time for advance stacking. However, no ground usage charge will be levied till the placement of the empty container rake for loading even after lapse of the advance stacking period. The empty container rake will be supplied only after expiry of the permitted time for advance stacking or completion of stacking, whichever is earlier.

3.5 Waiver of Detention Charge and Ground Usage Charge

Detention Charge and Ground Usage Charge will be treated on par with Demurrage Charge and Wharfage Charge for the purpose of consideration of waiver etc. under justified circumstances as per extant instructions as applicable to waiver of Demurrage/Wharfage charge.

Spokane *Man*

3.6 Development Surcharge

Development Surcharge as applicable on goods traffic will be leviable on container traffic. This surcharge will be leviable on Haulage Charges. At present, Development Surcharge is 5%.

4.0 Procedure for notifying a railway owned terminal as Container Rail Terminal (CRT)

4.1 If there is a demand for creating a CRT at any railway owned location, it will be processed by CCM in consultation with COM to examine whether such demand is considered necessary and justified. If it is found justified, such a terminal will be notified as a Container Rail Terminal (CRT) with the personal approval of GM.

4.1.1 All Group III goods sheds will be treated as CRTs, unless and otherwise notified to the contrary by the Zonal Railway.

4.2 Before notifying any rail facility as a CRT, it must be ensured that the contemplated container handling activity will not in any way hinder or restrict or hamper handling of inward or outward traffic in rail wagons at present and as far as possible, even in the foreseeable future.

4.3 Preferably stations and goods sheds not currently open for goods booking or unused yard lines (including unused yard line at goods sheds notified in Groups I and II) with adequate road access should be considered for notification as CRT.

4.4 Stations and goods sheds notified in Group I or Group II in terms of Wharfage rule will not be permitted for notification as CRT. However, on a trial basis, Group I & II stations, other than those stations mentioned in Annexure, may also be considered for notifying as CRT for chassis stuffing/de-stuffing operation only provided the chassis operation of container rakes at such station does not affect the railway's operation of loading/unloading of its own stock. It may also be kept in view that handling of chassis operation by PCOs does not lead to diversion of rail traffic to container.

4.5 Every CRT will have a capacity of dealing with one container train only at a time. If suitable placement lines and adequate ground area is available for dealing with more than one container train concurrently in a Terminal or Yard, the available lines and ground area should be demarcated for notifying more than one separate and independent CRTs at such railway goods sheds or unused yard lines.

4.6 Permission to use any railway owned terminal as CRT can be terminated by the concerned Zonal Railway after giving a notice of two weeks, if circumstance so warrant in the opinion of the concerned GM. Such decisions will be binding on the PCOs.

Deheta *Man*

- 4.7 For the purpose of giving permission to use any station/goods shed as CRT, the classification of station/goods shed will be done excluding the number of container trains dealt at such station/goods shed. However, for the purpose of granting free time and levy of Ground Usage Charge as prescribed in Para 3.0, the classification of station/goods shed will be done by including all types of trains including container trains dealt at such station/goods shed.

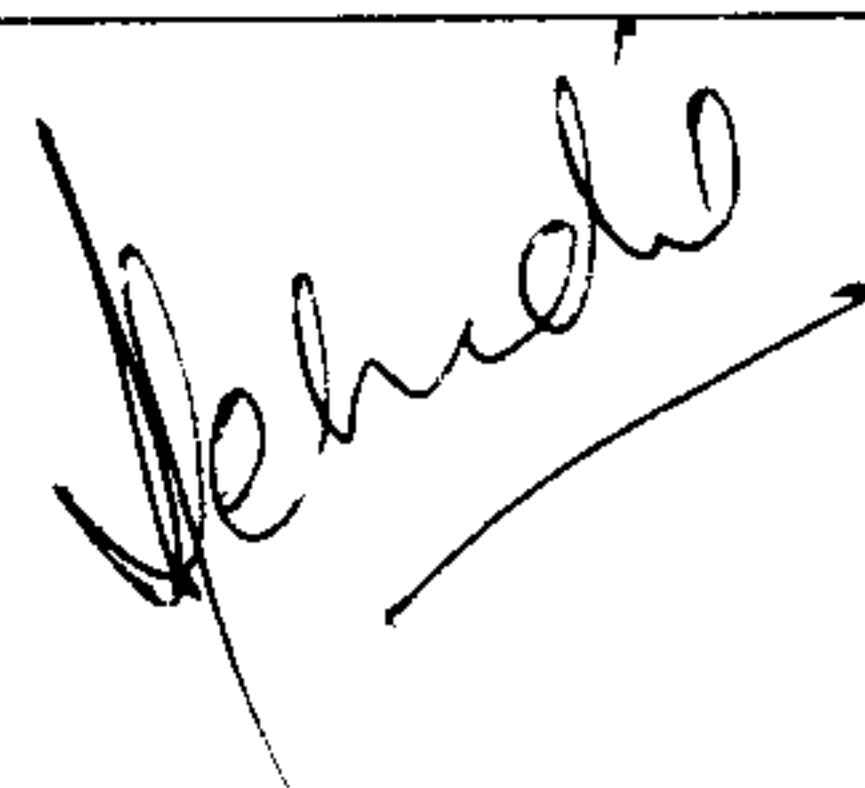

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ANNEXURE

Exception List of goods shed for notification as Container Rail Terminal (CRT)
(refer Para 4.4)

	Railway	Station
1.	Central Railway	Pune, Wadi Bunder
2.	Eastern Railway	Nil
3.	East Central Railway	Nil
4.	East Coast Railway	Nil
5.	Northern Railway	Nil
6.	North Central Railway	Nil
7.	North Eastern Railway	Nil
8.	North Western Railway	Nil
9.	Northeast Frontier Railway	Nil
10.	Southern Railway	Nil
11.	South Central Railway	Nil
12.	South East Central Railway	Bishrampur, Kharsia, Shadol, Kirodimal Nagar
13.	South Eastern Railway	Banspani, Haldia Dock Complex, Jaroli, Deojhar, Noamundi, Barajamda, Barbil, Barsuan, Bolani, Birmitrapur, Dangoaposi, Gua, Bimlagarh, Chandiposi, Karampada, Badampahar
14.	South Western Railway	Sankaval, Sanvordem, Tinaighat, Ranjitpura
15.	Western Railway	Jogeshwari
16.	West Central Railway	Nil

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Chapter-II: CONTAINER CLASS RATE

1.0 Haulage Charge

Haulage Charge is levied for movement of containers in privately owned wagons. At present, there are two types of rates for levy of Haulage Charge for movement of containers in privately owned wagons, as under:

- (a) 'Haulage Charge per TEU' for commodities other than notified commodities
- (b) 'Container Class Rate' for notified commodities

1.1 Haulage Charge per TEU for commodities other than notified commodities

Haulage Charge per TEU for commodities other than notified commodities will be levied as per the rates notified by Railway Board from time to time. At present, the rates for Haulage Charge per TEU for loaded container single deck, empty container single deck and empty flat wagon are prescribed vide Rates Circular No.41 of 2014.

1.2 Container Class Rate for notified commodities

(refer Rates Circular No.5 of 2011, and its corrigenda dt.30.08.2011, dt.22.12.2011, dt.13.03.2012, dt.08.06.2012, dt.24.05.2013, dt.05.05.2014, dt.26.12.2014, dt.30.12.2014 & dt.24.03.2015)

1.2.1 NOTIFIED COMMODITIES

Haulage Charge for the movement of notified commodity groups namely Cement other than White Cement; Slag; Iron & Steel; Bricks and Stones other than Marble & Ceramic Tiles; Alumina; and Petroleum Products & Gases (as classified in Goods Tariff (No.48 Pt.I Vol.II)) in container will be levied as per the guidelines prescribed below. These guidelines will be applicable for movement of notified commodities in containers except custom bonded EXIM containers.

1.2.2 CONTAINER CLASS RATE

Container Class Rate for above mentioned notified commodities (except CR Coils under notified commodity group 'Iron & Steel') will be levied by applying 15% concession on Applicable Class Rate as published in Goods Tariff (No.48 Pt.I Vol.II), and as amended from time to time.

Deludie
Man

1.2.3 In the case of CR Coils (Cold Rolled Coils), which falls under the notified commodity group 'Iron and Steel', the container class rate will be levied by applying 20% concession on applicable class rate (i.e. GTR minus 20%) as published in Goods Tariff (No.48 Pt.I Vol.II) subject to fulfillment of following terms and conditions:

- (i) CR Coils upto 5000 tonnes per month will have to be moved from a steel plant (private siding) at existing CCR (GTR minus 15%), after which the concessional rate of GTR minus 20% will be applicable on the additional CR Coil traffic moved in container for that month.
- (ii) The threshold figure of 5000 tonnes per month may be offered by a single CTO or combined from more than one CTO from a steel plant (private siding). However, an individual CTO is required to offer a minimum volume of 2500 tonnes per month per steel plant and only then it would be able to get the concessional rate of GTR minus 20% once the threshold figure of 5000 tonnes are exceeded.
- (iii) The rake on which threshold limit as mentioned at (i) above is crossed, will not be eligible for concessional rate. The concessional rate of GTR minus 20% will be levied on the next rake onwards. For example; if threshold limit of 5000 tonnes or 2500 tonnes whichever the case may be, is crossed on second rake, then concessional rate will be applicable from third rake onwards.
- (iv) Zonal Railways should take special care so as to ensure implementation of this facility scrupulously.

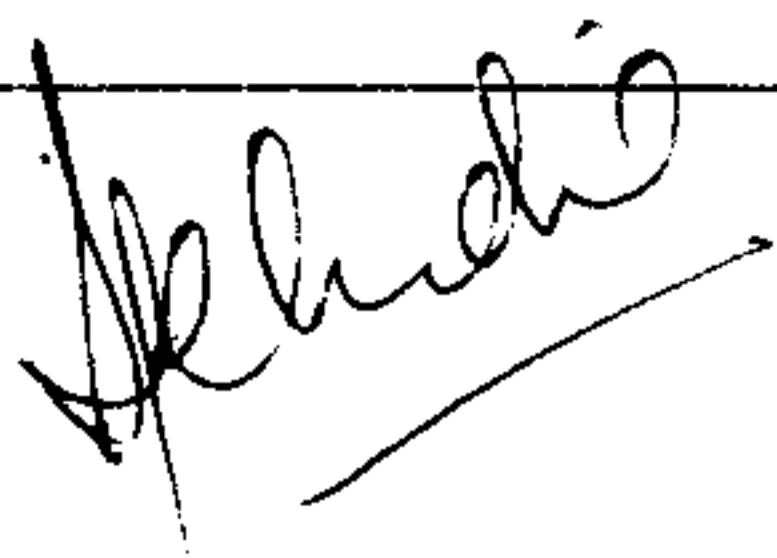
Instructions for CR Coils are effective from 11.01.2015 and will remain valid upto 10.01.2016. The concessional rate of GTR minus 20% applicable to CR Coils will be reviewed after a year based on the feedback from Zonal Railways.

1.2.4 (i) Container Class Rate for 20' container (TEU) and 40' container (FEU) will be levied on the basis of chargeable weight notified by Railway Board from time to time which at present are notified vide Rates Circular No.5 of 2015, as under:

Type of wagons	Chargeable weight per TEU (in tones)	Chargeable weight per FEU (in tones)
BLLA	30	60
BLCA, BLLB	30.5	61
BLCB	31	62
BFKN	29.85	59.7
BLCAM	33.95	67.9
BLCBM	34.5	69

Shelto *Man*

- (ii) Haulage Charge for empty flat wagons will be levied as per prevailing Haulage rates.
- (iii) Rounding off of Haulage Charge will be done as per extant guidelines stipulated vide Rule 191 of Goods Tariff No.41 Part-I (Vol. I).
- (iv) In accordance with the prevalent instructions, transportation of notified commodity groups remain dis-allowed under double stack operation.
- 1.2.5 When a notified commodity is loaded in more than 30 containers(TEUs) of a container train either as a single commodity or mixed with other commodity (including other than notified commodity), Haulage Charge for such containers will be levied as per Container Class Rate. For the containers containing single notified commodity, Haulage Charge will be levied as per Container Class Rate of that commodity and for the container loaded with two or more than two commodities, Haulage Charge will be levied on the basis of highest Container Class Rate of the commodities which the container contains. *(refer illustration at Appendix)*
- 1.2.6 If 30 or less than 30 containers(TEUs) in a rake are loaded with any of the notified commodity groups either as a single commodity or mixed with other commodity (including other than notified commodity), Haulage Charge for such container will be levied as per prevailing Haulage Rate per TEU. For the containers loaded with other than notified commodities or are empty, Haulage Charge for such containers will be levied as per prevailing Haulage Rate per TEU. *(refer illustration at Appendix)*
- 1.2.7 CTOs should declare the details of commodities loaded in containers in the forwarding note. Concerned Railway staff should verify the correctness of the commodity details furnished by the CTO at the time of booking.
- 1.2.8 In case mis-declaration is detected in any container, Haulage Charge on the entire rake shall be levied at four times of the highest Container Class Rate. This will be in addition to the Haulage Charge otherwise leviable on the rake. If five cases of mis-declaration are detected for a particular CTO, suitable action may be initiated under Article 17 of Concession Agreement.
- 2.0** The terms and conditions as prescribed vide Board's letter No.2008/TT-III/73/8 dt.01.07.2008 (and as amended from time to time) will continue to be applicable for movement of commodities including notified commodity groups in containers, to the extent modified herein.

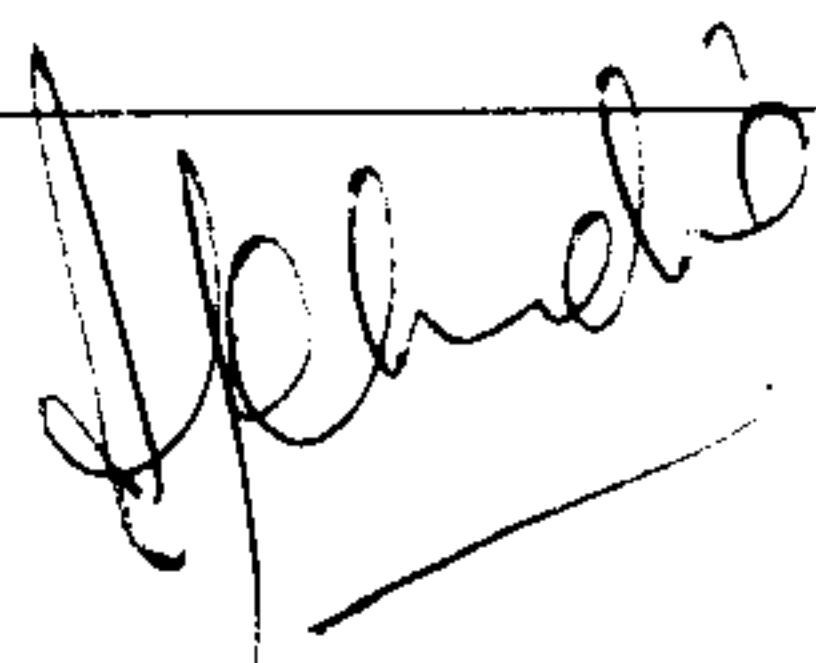




APPENDIX**Illustrations** w.r.t. guidelines prescribed vide Paras 1.2.5 and 1.2.6 of Container Class Rate(CCR)

For a container rake consisting of 45 wagons and 90 containers (TEUs) which is loaded as under:

Case (i)	Applicable Rates
28 containers(TEUs) containing Cement (other than white cement)	Haulage Rate per TEU
40 containers(TEUs) containing Iron & Steel	Container Class Rate for Iron & Steel
22 containers(TEUs) containing other than notified commodities	Haulage Rate per TEU
Case (ii)	
30 containers(TEUs) containing Cement(other than white cement)	Haulage Rate per TEU
28 containers(TEUs) containing Iron & Steel	Haulage Rate per TEU
32 containers(TEUs) containing other than notified commodities	Haulage Rate per TEU
Case (iii)	
26 containers(TEUs) containing Cement (other than white cement) and Alumina	Haulage Rate per TEU
28 containers(TEUs) containing Slag	Haulage Rate per TEU
36 containers(TEUs) containing other than notified commodities	Haulage Rate per TEU
Case (iv)	
30 containers(TEUs) containing Cement (other than white cement) and Steel	Haulage Rate per TEU
30 containers(TEUs) containing Slag and Alumina	Haulage Rate per TEU
30 containers(TEUs) containing Bricks & Stones (other than Marble & Ceramic Tiles) and Petroleum Products	Haulage Rate per TEU
Case (v)	
20 containers(TEUs) containing Cement(other than white cement)	Container Class Rate for Cement
25 containers(TEUs) containing Cement (other than white cement) and Iron	Container Class Rate for Iron & Steel
30 containers(TEUs) containing Cement (other than white cement) and other than notified commodities	Container Class Rate for Cement
15 containers(TEUs) containing other than notified commodities	Haulage Rate per TEU
<i>Note: In this case Cement (other than white cement) is loaded in more than 30 containers.</i>	




Subject-III: HUB & SPOKE SYSTEM OF CHARGING

(refer Rates Circular No.38 of 2012)

GENERAL

- i. At the time of first booking, the container train operator (CTO) shall declare the list of containers that are to be transported to destinations through designated Hub(s). Stuffing/de-stuffing of such containers at any time during transit will not be permissible.
- ii. RRs shall be generated for each leg of the movement separately. However, the linkage of RRs so generated for movements under the Hub & Spoke System shall be maintained for all in-transit containers; all adjusted RRs will have reference to the previous RRs and this information shall be displayed on the container-wise Annexure sheets that form part of the RRs even presently.
- iii. In the case of traffic booked under the Hub & Spoke System, diversion and/or rebooking shall not be permissible.
- iv. Hubs can also be the final destination of any container.
- v. Loaded containers that idle at a designated Hub during transit for a period of five days (which shall be a parametric value) or more would be treated as having been delivered short of destination. In case such containers are ultimately dispatched to their original destinations, through distance or telescopic benefit would not be applicable.
- vi. The minimum/standard composition prescribed for different types of stocks would continue to be reckoned for the purposes of generating each RR and also for levy of Haulage Charge for a rake.
- vii. Notified commodities moving in a container rake under Hub & Spoke System will be charged as per Container Class Rate(CCR). However, the benefit of levying Haulage Charge per TEU for thirty or less container in the rake will not be applicable.
- viii. Other charges such as Punitive Charge, Development Surcharge and Terminal Access Charges applicable on a RR shall not be adjusted in subsequent RRs. These charges will be calculated for point to point movements on a single RR basis.

Shahid
Man

METHODOLOGY FOR CHARGING FOR SINGLE STACK OPERATIONS
UNDER HUB & SPOKE SYSTEM

A. In case of container transiting via just **one** transit Hub:

- a. The RR issued at the point of origin (say, S1) would be for its movement to the designated Hub (say, H1). However, the stated destination of the container (say, S2) would be indicated on the RR (and/or the Annexure sheet referred to in Para (ii) above).
- b. At H1, the CTO would be required to surrender the RR that was issued at S1.
- c. At the time of dispatch from H1, 'freight already collected at S1' would be deducted from the 'freight chargeable for transportation of the container from S1 to S2 on through distance basis' and 'balance freight' so arrived at would be collected.
- d. The (balance freight) RR issued at H1 would reflect linkage to the original RR that was issued at S1.

B. In case of container booked through **two** transit Hubs:

- a. The RR issued at the point of origin (say, S1) would be for its movement to the designated Hub (say, H1). However, the stated destination of the container (say, S2) would be indicated on the RR (and/or the Annexure sheet referred to in Para (ii) above).
- b. At H1, the CTO would be required to surrender the RR that was issued at S1.
- c. At the time of dispatch from H1, a second RR would be issued; the 'freight chargeable for transportation of the container' would be the 'freight on through distance basis from S1 to H2' minus the 'freight already charged and collected at S1'.
- d. The RR issued at H1 would reflect linkage to the original RR that was issued at S1.
- e. At H2, the CTO would again be required to surrender the RR that was issued at H1.
- f. At the time of dispatch from H2, a third RR would be issued; the 'chargeable freight for the transportation of the container from H2 to S2' would be the 'freight on through distance basis from S1 to S2' minus the 'freight on through distance basis from S1 to H2'.

Shahid → *Man*

- g. The RR issued at H2 would reflect linkage to both the original RR that was issued at S1 as well as the other, intermediate RR that was issued at H1.

METHODOLOGY FOR CHARGING FOR DOUBLE STACK OPERATIONS UNDER HUB & SPOKE SYSTEM

- C. In case of containers carried on the lower/bottom deck, charging principle outlined in Paras A & B, as the case may be, for single stack operations under Hub & Spoke System would apply.
- D. In case of containers carried on the upper deck, freight for the distance over which the containers are transported on upper deck would be levied @50% of the freight chargeable in line with the principles outlined above in Paras A and B, as the case may be, for single stack operations under Hub & Spoke System; for example, in case of the containers loaded on upper deck at H1 and transported as such to H2, 50% of the freight as computed under the provisions contained Para B(c) above would apply. The methodology prescribed in Paras A and B above, in respect of issue of RRs at S1 and H1/H2 as well as their surrender at the intermediate Hubs would also apply equally in the case of the double stack operations under the Hub & Spoke System.

Jehadis *Man*