

Government of India
Ministry of Railways
(Railway Board)

No.99/TGIV/10/P/NID

New Delhi, dated 15.03.1999

To,

The General Managers,
All Zonal Railways.

Policy Circular No.1 – Commercial Directorate

Sub: Replacement of old catering stalls with modular stalls.

The matter regarding replacement of old catering stalls with compact modular stalls of uniform design to ease congestion on the stations platforms has been under consideration of the Ministry of Railways. The matter has been reviewed in consultation with the Finance, Civil Engineering and Electrical Dtes. of the Board's Office. The policy guidelines to be followed by the Zonal Railways in this regard are enclosed. Ministry of Railways desire that necessary action may be taken accordingly under intimation to all concerned. With the guidelines being implemented, action may be taken to revise publicity charges to bring the same in line with market rates.

2. The policy guidelines attached with this letter has the concurrence of the Finance, Civil Engineering and Electrical Dtes. of the Ministry of Railways.

3. Kindly acknowledge receipt of this letter.

(Dr P.K. Goel)

Executive Director Passenger Marketing
Railway Board.

No.99/TGIV/10/P/NID

New Delhi, dated 03.1999

Copy to:-

1. FA&CAO, All Indian Railways, (with 5 spare copies) for information.
2. ADAI/Railways (with 36 spare copies).

for Financial Commissioner/(Railways)

MODULAR CATERING STALLS

1.0 INTRODUCTION

1.1 Need for the modular catering stalls

One of the major thrust areas for platform modernisation is replacement of old catering stalls with compact modular stalls of uniform design to ease congestion on station platforms. The existing stalls on the platforms and concourse areas of the stations vary in shape, size and dimensions. Further, the old stalls are over sized and located in a manner so as to obstruct the free movement of passengers on the platforms.

1.2 Standardisation of catering stalls

National Institute of Design (NID), Ahmedabad, conducted a study of New Delhi railway station with the objective of decongestion of the circulating area, station platforms and improvement in the ergonomic environment.

In order to achieve uniformity of aesthetics and optimal utilisation of platform space, standardisation of modular stalls is essential. Old catering stalls have to be replaced with modular stalls of standardised design in a manner so as to allow free movement of passengers.

2.0 MODULAR CATERING STALLS THROUGH PRIVATE SPONSORSHIP

The procedure to be adopted for conversion of old catering stalls into modular catering stalls through private sponsorship at major stations has been standardised. The structure of the new modular catering stalls should be constructed through sponsorship by reputed companies, having long-standing catering relationship with railways. The private sponsorship route has the benefit of

providing the new catering stalls under a uniform plan without depending on the limited resources of the railways. Since the execution of the project is entrusted to professional agencies, the modular stalls of high quality can be quickly constructed. Modular stalls, so constructed will replace the existing stalls and can be allotted to various existing/new vending contractors by the railways as the case may be.

2.1 Guidelines for construction of modular catering stalls

The guidelines for replacement of old catering stalls with compact modular stalls of uniform design to ease congestion on platforms are as follows: -

2.1.1 *Selection of sponsors*

The sponsoring companies should be shortlisted before making an offer for conversion of the stalls.

The shortlisting of sponsoring companies and the number of stalls to be offered for conversion to the various companies would be decided by a committee comprising of three JA grade officers consisting of Commercial, Finance and Civil/Electrical Engineering departments.

2.1.2 *Criteria for shortlisting and offer of stalls for conversion*

(a) Shortlisting of companies

1. Only reputed companies, having long-standing catering relationship with railways should be shortlisted for this purpose,
2. The financial standing of the company should be considered,
3. Popularity of the brand name/image of the company should also be considered,

4. In the same product category, atleast 2/3 companies should be shortlisted.

(b) Offer of stalls

The number of stalls to be offered to the shortlisted sponsoring companies for undertaking conversion of the old catering stalls into modular stalls should be based on the following criteria:

1. The volume of business of the company,
2. Offer should not be confined to only one product category or company and should be made to sponsoring companies in more than one product category.

2.1.3 Sponsored stalls to be railway property

The sponsoring companies shall have no claim over the modular catering stalls constructed at their cost. The modular catering stalls would be railway property and would be taken in the books of the Station Manager. Complete details regarding the name of the sponsoring companies, date of installation, due date for paid publicity as per clause 2.1.7 should be available on the books and a copy should also be retained at the stall to be produced on demand for inspection. The records of the same would also be kept in the Divisional office.

2.1.4 Display of signage on modular stalls

- i) The companies sponsoring the construction of modular stalls would be allowed to display the company's brand name/logo on the stalls. The display on the top panel of 2-ft. height should only be in the form of glowsigns.
- ii) The top glowsign panel must also display a consolidated rate list and the "Rail Ahar" logo in a prominent manner in addition to the display of brand name/logo of the sponsoring company. The subject matter for display and

(b) The minimum clearance between the landing of the stairs and the stalls should be 20 feet.

(c) The stalls should be placed back to back as far as possible. In case there is a gap between the two stalls, the space between the two stalls should be effectively utilised by providing chairs, reservation charts, or other such facilities.

2.1.10 Material for construction of modular stalls

The material to be used for construction of the modular stalls should be as under: -

- i) The body of the stall should be made of CRC steel sheet of 22-gauge thickness and fabricated with 2-inches/1.5-inches/1-inch iron square pipe of 18-gauge thickness.
- ii) There should be 9-inch wide stainless steel shelf of 1-mm thickness outside the stall on all service windows.
- iii) The shutters should be made of mild steel.
- iv) Ply board partition of 0.75-inch thickness should be used for false ceiling and for storage space.
- v) In case of the three-side opening stalls, one side of the stall would be used for display of items on sale in a show-case with transparent glass.

2.1.11 Contractual stalls

- i) The conditions for conversion of contractual stalls into modular stalls would be the same as for departmental stalls. However, the licence fees payable by the contractor, for whom the modular stalls are made available by the railways through sponsorship, would be worked out on the

iv) Ply board partition of 0.75-inch thickness should be used for false ceiling and for storage space.

v) In case of the three-side opening stalls, one side of the stall

same basis as if the railways have provided the stalls to the contractor.

- ii) For the sake of uniformity in the policy, there would be no direct interaction between the contractors and the sponsoring companies for the purpose of construction of modular stalls. The sponsoring company will always be approved by the railway administration. The stalls constructed through sponsorship will replace old stalls and be allotted by the railway on licence fees basis to contractors.

2.1.12 Maintenance of modular stalls

The maintenance of the modular stalls would be the responsibility of the sponsors.

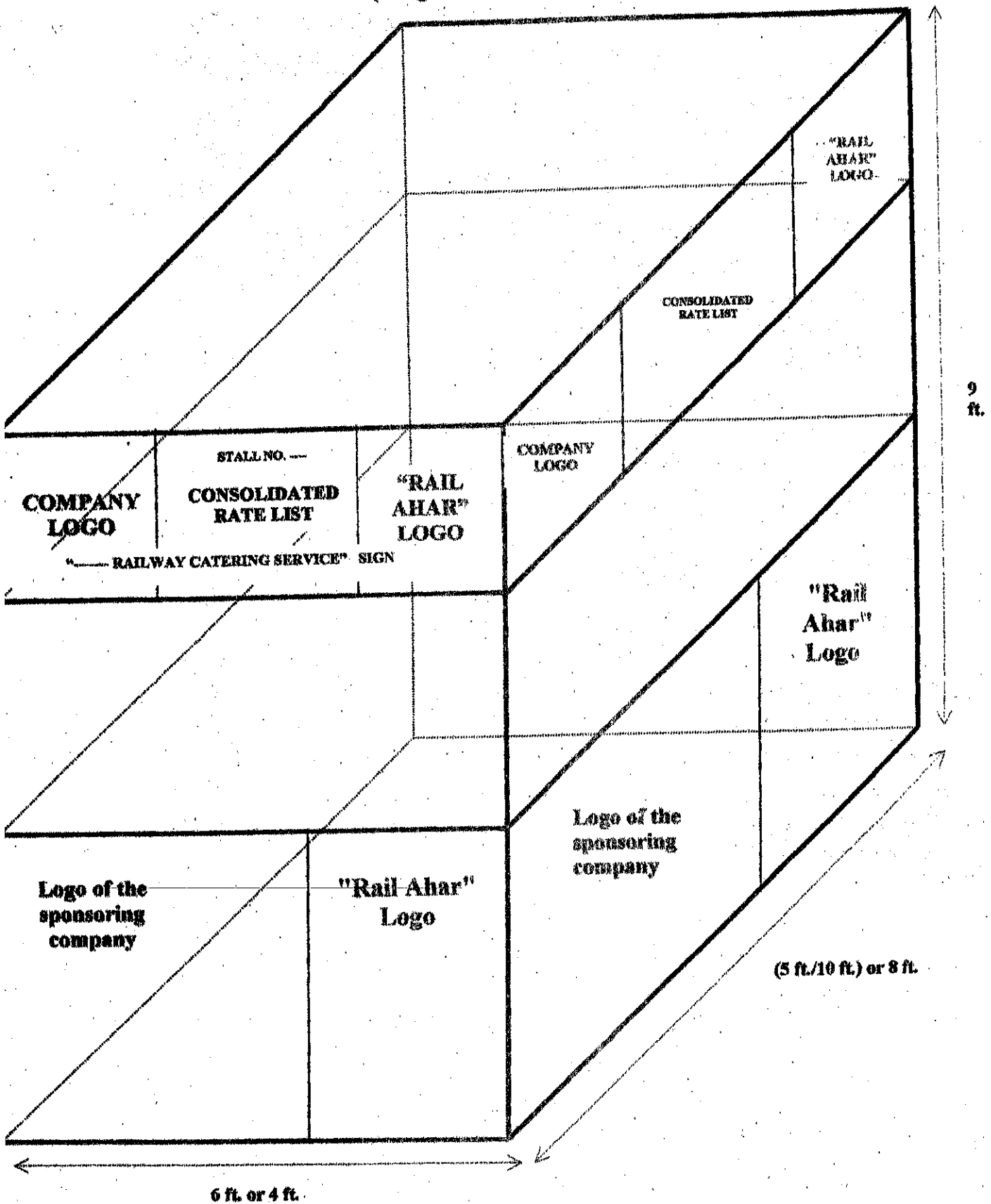
2.1.13 Payment of electricity charges

Payment of electricity charges for the glowsigns on railways' departmental modular catering stalls only would be borne by the railway administration.

Payment of electricity charges for the glowsigns on contractual stalls would be borne by the vending contractor.

SCHEMATIC DIAGRAM OF MODULAR CATERING STALL

(Diagram not to scale)



The above is only a schematic diagram. The display on the three sides of the Modular stalls should be as per guidelines in clause 2.1.4.