

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

No.TC-I/2018/201/6

New Delhi, dt. 16.01.2020

General Manager
All Zonal Railways

Sub: Reckoning of excess detention in case of private/assisted sidings where placement/release of rake from interchange point is done through siding owner's loco

Ref: Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0 dt.19.05.2016

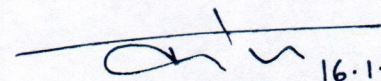
Reference has been received seeking clarification regarding reckoning of excess detention at private/assisted siding where placement/release of rake is done through siding owner's loco in case where Demurrage rates are different for unloaded and backloaded commodities.

The matter has been reviewed. Competent Authority have now decided to modify the para 2.2.4 of Chapter-I of Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0 dt.19.05.2016, as under:

“2.2.4 In private/assisted sidings where placement/release of a rake from/to the interchange point is done through siding owner's loco, the reckoning of excess detention when a loaded rake, after unloading, is allotted for back-loading shall be governed by the following guidelines:

- The 'excess' detention(for the purpose of levying Demurrage Charge) would be reckoned after the expiry of total of the free time permitted separately for two activities, i.e. first unloading and then loading; total time taken for unloading and loading shall commence from the time of placement of the rake for unloading and conclude at the time the loaded rake is handed back to the railway at the designated point. **However, if commodity unloaded from a rake and commodity backloaded in the same rake are having different Demurrage rates, then excess detention for two activities shall be reckoned separately i.e. first for unloading and then for loading.**
- Additional free time that may presently be extended in such situation, on account of shunting of the rake from the unloading point to the loading point within the siding would no longer be permissible; the time presently allowed for movement of the rake from the interchange point to the siding and vice versa, if any, would continue to be reckoned for calculation of admissible free time for loading/unloading.
- Extant provisions in respect of Bunching Allowance on subsequent rakes shall continue to apply.

This issues in consultation with Traffic Transportation Dte. and with the concurrence of Finance Dte. of Ministry of Railways.


16.1.20
(Barjesh Dharmani)
Exec. Director, Traffic Commercial(Rates)
Railway Board

No.TC-I/2018/201/6

New Delhi, dt. 16.01.2020

Copy to:

1. **Principal Financial Adviser**, All Zonal Railways
2. **Dy.C&AG(Rlys)**, Room No.222, Rail Bhavan, New Delhi.

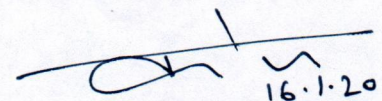

16.1.2020
for **Financial Commissioner(Railways)**

No.TC-I/2018/201/6

New Delhi, dt. 16.01.2020

Copy to:

1. Principal Chief Commercial Manager, all zonal railways
2. Principal Chief Operations Manager, all zonal railways
3. Managing Director, CRIS, Chanakyapuri, New Delhi-21.
4. Chief Admn. Officer, FOIS, N. Rly., Camp: CRIS, Chanakyapuri, New Delhi.
5. MD, 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.
8. Director, IRITM, Hardoi Bye-pass Road, Vill-Kanausi, Manaknagar, Lucknow-226011


16.1.20
(**Barjesh Dharmani**)
Exec. Director, Traffic Commercial(Rates)
Railway Board

Copy for information:

CRB, MT, FC, Railway Board

AM(T), PED/C(R&M), PED(F), PED(TT/M), PED(A/c), PED(Vig.), EDTC(R), ED(CC), ED(PG), EDTT(S), EDTT(F), ED(Coal), EDFC, EDVT, OSD/MR, DFC, DF(CCA) Railway Board
TC(R), TC(CR), F(C), Safety Branches, Railway Board