

Master Circular on 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' - 2021

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

No. 2021/TC(FM)/18/23

Rail Bhavan, New Delhi-110 001, Dated 15.12.2021

The General Managers.

- | | |
|---|--|
| 1. Central Railway, Mumbai | 9. North Western Railway, Jaipur |
| 2. Eastern Railway, Kolkata | 10. Southern Railway, Chennai |
| 3. East Central Railway, Hajipur | 11. South Central Railway, Secunderabad |
| 4. East Coast Railway, Bhubaneswar | 12. South Eastern Railway, Kolkata |
| 5. Northern Railway, New Delhi | 13. South East Central Railway, Bilaspur |
| 6. North Central Railway, Prayagraj | 14. South Western Railway, Hubli |
| 7. North Eastern Railway, Gorakhpur | 15. Western Railway, Mumbai |
| 8. Northeast Frontier Railway, Maligaon | 16. West Central Railway, Jabalpur |

Sub: **Master Circular on 'Gati Shakti Multi-modal Cargo Terminal (GCT)'**.

Ref: (i) Private Siding Policy issued vide Freight Marketing Circular no. 11 of 2016 under Board's letter No. 99/TC(FM)/26/1/Pt. II dated 22.08.2016 and amendments thereof.

(ii) Master Circular on Private Freight Terminal (PFT)/2020/0. Dated 23.06.2020 and amendments thereof.

In order to boost investment from industry in development of additional terminals for handling rail cargos, a new 'Gati-Shakti Multi-modal Cargo Terminal (GCT)' policy has been framed.

All new as well as under-construction / under-approval Cargo Terminals (approved / proposed under 'Private Siding' or Private Freight Terminal policies) shall be covered by this 'Gati-Shakti Multi-Modal Cargo Terminal (GCT)' policy. Existing Siding / Terminals can also migrate to this new GCT policy by submitting request to Division.

Private Siding / Terminal which opt to migrate in GCT policy will need to sign a supplementary Agreement for this purpose. Private Siding / Terminal which do not opt to migrate in new GCT Policy, will continue to be governed by their existing Agreement.

The policy is in supersession of existing Private Siding Policy 2016 (FMC 11 of 2016) and Master Circular on Private Freight Terminal/2020 mentioned under references above.

This issues in consultation with Civil Engineering, Land and Amenities, Traffic Transportation, Mechanical Engineering and Signal Directorates, and with the concurrence of Finance Directorate of Ministry of Railways.

Enclosure/As Above

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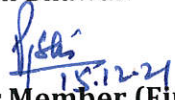
Anshoo Pandey
Anshoo Pandey
Director Freight Marketing

No. 2021/TC(FM)/18/23

New Delhi, Dated 15.12.2021

Copy forwarded for information to :

1. The PFAs, All Indian Railways.
2. The Deputy Comptroller & Auditor General of India (Railways), Rail Bhawan


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For Member (Finance)

No. 2021/TC(FM)/18/23

New Delhi, Dated 15.12.2021

1. The Principal Chief Operations Managers, All Indian Railways.
2. The Principal Chief Commercial Managers, All Indian Railways.
3. The Chief Traffic Planning Manager, All Indian Railways.
4. The Principal Chief Engineers, All Indian Railways.
5. The Chief Commercial Managers (FM), All Indian Railways.
6. Director General, RDSO, Manak Nagar, Lucknow.
7. Director, Indian Railways Institute of Transport Management (IRITM), Manak Nagar, Lucknow.
8. Director General, National Academy of Indian Railways, Vadodara.
9. The Managing Director/Chief Commercial Manager, Konkan Railway Corporation Ltd., Belapur Bhawan, Plot No. 6, Sector-11, CBD Belapur, Navi Mumbai - 400014.
10. Managing Director, CRIS, Chanakyapuri, Near National Rail Museum, New Delhi.
11. Managing Director, DFCCIL, Pragati Maidan, New Delhi


Anshoo Pandey
Director Freight Marketing

No. 2021/TC(FM)/18/23

New Delhi, Dated 15.12.2021

1. Copy for kind information to:
2. Chairman & CEO, Member (O&BD), Member (Finance), Member (Infra.), Member (T&RS), DG(RPF), and Secretary Railway Board, New Delhi.
3. AM(Traffic), AM(C), Adv (Infra), Adv. (Vig.), EDTC(Rates), EDTT(M), EDTT(S), EDTT(F), ED(Plg.) EDT(PPP), EDV(T), EDF(C), DTT(Coord), OSD/Chairman & CEO, OSD/Member (O&BD), Co-Chairman/TMIR, Chairman and Convener/AGE and DTC(R)/ Railway Board, New Delhi.

Sub: Policy for 'Gati Shakti Multi-Modal Cargo Terminal'

1. Introduction

- 1.1 This policy seeks to promote proliferation of new Cargo Terminals and improve existing Cargo Terminals to accelerate the growth in Railways' cargo traffic. All new as well as under-construction/ under-approval Cargo Terminals (approved/ proposed under 'Private Siding' or 'Private Freight Terminal' policies) shall be covered by this 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy.
- 1.2 Existing Cargo Terminals, governed by Private Siding or Private Freight Terminal policies, shall have the option to continue with their existing Agreements, or to migrate to this new GCT policy.
 - 1.2.1 Existing Cargo Terminals can migrate to this new GCT Policy by submitting a request to the Divisional Railway Manager (DRM) of the concerned Division of Railway, after clearing pending Railway dues and withdrawing all pending arbitration cases/ court cases, if any. The provisions of this Policy shall be applicable on such Cargo Terminals from the date the request is approved by the DRM.
 - 1.2.2 Existing Cargo Terminal owners shall be allowed to migrate to this new GCT policy only when all pending Railway dues of all Cargo Terminals belonging to the same owner/ its subsidiaries/ parent company/ sister concerns over Indian Railways are cleared and all pending arbitration cases/ court cases over Indian Railways are withdrawn.

2. Definitions

- 2.1 The Key Terms used in these policy guidelines have been defined below for correct interpretation and elimination of ambiguities.
 - i. Act: The Railways Act, 1989, as amended from time to time.
 - ii. Agreement: Document executed by a Gati Shakti Multi-Modal Cargo Terminal Operator (GCTO) and Railway Administration (RA) setting forth the terms and conditions for operation of a Gati Shakti Multi-Modal Cargo Terminal (GCT).
 - iii. Authorized Users: Rail users authorized by the GCTO to make use of the facilities at a GCT.
 - iv. Benchmark Traffic: Traffic (inward plus outward, combined) expected to be handled per annum at Cargo Terminals established fully or partially on Railway land.
 - v. Cargo Terminal: Terminal where goods are loaded in wagons/ coaching vehicles for transportation over Indian Railway network, and/or unloaded from wagons/ coaching vehicles after being transported over Indian Railway network.
 - vi. Charging on Through Distance Basis: The system of charging freight up to the buffer end of the siding, instead of levying Siding Charges.

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- vii. Common User Facility: A facility available for common use of all Rail users without any discrimination including yards/ additional lines/ loop lines at the serving station, crossing station, patch doubling, etc.
- viii. Consignee: The person named as consignee in Railway Receipt.
- ix. Consignor: The person named in Railway Receipt as consignor, by whom or on whose behalf goods covered by the Railway Receipt are entrusted to a Railway Administration for carriage.
- x. EIMWB: Electronic In-motion Weighbridge.
- xi. FOIS: Freight Operations Information System.
- xii. Gati Shakti Multi-Modal Cargo Terminal Operator (GCTO): The entity constructing and/or managing a Gati Shakti Multi-Modal Cargo Terminal (GCT).
- xiii. Good Industry Practices: The practices, methods, techniques, designs, standards, skills, diligence, efficiency, reliability, and prudence which are generally and reasonably expected from a reasonably skilled and experienced operator engaged in the same type of undertaking as envisaged under this Policy, following applicable laws and applicable permits in reliable, safe, economical and efficient manner; and which are expected to result in fulfillment of obligations of operator under the Agreement.
- xiv. Over Head Equipment (OHE): Infrastructure and equipment installed to provide electric traction.
- xv. Private Freight Terminal (PFT): A terminal notified under Private Freight Terminal (PFT) policy of Indian Railways, to deal with rail-based cargo.
- xvi. Private Siding: Privately owned siding constructed by a 'customer' at its own cost for railway cargo services at the premises of its plant, or manufacturing unit, or production unit, or mine, etc, connecting the customer's works with the Railway system.
- xvii. 'Railway Administration (RA)' means Divisional Railway Manager (DRM) including Railways' Divisional officers, viz. Senior Divisional Operations Manager (Sr.DOM), Senior Divisional Commercial Manager (Sr.DCM), Senior Divisional Finance Manager (Sr.DFM), Senior Divisional Engineer (Sr.DEN), Senior Divisional Electrical Engineer (Sr.DEE), Senior Divisional Signaling & Telecommunication Engineer (Sr.DSTE), Senior Divisional Mechanical Engineer (Sr.DME), and their representatives.
- xviii. Railway Land: Land owned by Railways.
- xix. Railway Receipt (RR): The receipt issued by Railway Administration (under section 65 of The Railways Act, 1989) on acceptance of goods and which entitles the consignee to take delivery of the goods at the destination Rail Terminal.

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- xx. Rake: A train load of wagons with a prescribed composition.
- xxi. Take-off point: The Stock Rail Joint of 'last point and crossing' at serving station, through which the rolling stock can be diverted towards a Cargo Terminal.
- xxii. Terminal Access Charges: Charges levied by Railways on rail-customers for handling of **privately-owned** rakes at 'Railway goods-sheds' and 'Cargo Terminals fully or partially on Railway land' as per the Policy, at the rates prescribed by Railways.
- xxiii. Terminal Charges: Charges levied by Railways on rail-customers for handling of **railway-owned** rakes at 'Railway goods-sheds' and 'Cargo Terminals fully or partially on Railway land' as well as on rakes at 'Cargo Terminals entirely on non-Railway land' as per the Policy, at the rates prescribed by Railways.
- xxiv. TMS: Terminal Management System of FOIS.

3. Eligibility for GCT Operators (GCTO)

3.1 The categories of applicants permitted to set-up GCTs, as GCTO, shall be as under:

Category	Supporting Documents <i>(self-attested copies to be submitted/ uploaded)</i>
a) Individual/ Sole Proprietorship Firm	1. PAN and TAN
b) Hindu Undivided Family (HUF)	1. PAN 2. Notarized Affidavit declaring that the signatory is the 'Karta' of the HUF and has the authority, power, and consent of other members
c) Partnership Firm	1. PAN and TAN 2. Notarized copy of the Partnership Deed/ Partnership Deed registered with the Registrar 3. Notarized or registered copy of Power of Attorney in favour of the individual to sign on behalf of, and to create liability against the firm
d) Company registered under Companies Act 2013	1. PAN and TAN 2. Memorandum of Association (MoA)/ Articles of Association (AoA) 3. Certificate of Incorporation 4. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the company 5. Resolution of the Directors of the Company, permitting the company to set up and/or operate a GCT
e) Limited Liability Partnership (LLP)	1. PAN and TAN 2. LLP Agreement 3. Certificate of Incorporation 4. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the

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	LLP
f) Registered Society/ Registered Trust	<ol style="list-style-type: none"> 1. PAN and TAN 2. Certificate of Registration 3. Memorandum of Association of Society/ Trust Deed 4. Rules & Regulations of the Society 5. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the Society/ Trust
g) Joint venture (JV)/ Consortium	<ol style="list-style-type: none"> 1. JV/ Consortium Agreement 2. Name and authorization of lead member <p>(Note: On receipt of approval of Railway Administration for setting-up and/or operation of GCT, JV/Consortium shall have to convert into a legal entity – Firm/ Company/ LLP. Agreement shall be entered into by RA with the above legal entity only.)</p>

4. **Application and Approval Process**

- 4.1 For the matters pertaining to GCTs, DRM of the concerned Division shall be the Nodal Officer for all issues regarding setting up and/or operation of a GCT. During approval and construction stage for setting up a new GCT, Sr.DOM shall be the co-ordinating officer; and after commissioning of the GCT, Sr.DCM shall be the co-ordinating officer.
- 4.2 The processing of Application and approval of GCTs shall be in accordance with the time-lines given in Schedules '1' & '2'.

5. **Capital Cost of GCT**

- 5.1 The GCTO shall bear the entire capital cost of new GCT from the take-off point onwards (to be marked on the Engineering Scale Plan (ESP)) at the serving station.
- 5.1.1 For the linear connectivity portion of GCT passing through the Railway land, including the land to be acquired by Railway for this purpose under para 17.2 of this policy, only the minimum essential infrastructure of track, OHE and signalling equipment shall be provided at the cost of GCTO (other assets not related to track, signalling, or OHE, if required, shall be constructed by Railway at its own cost). In case of any dispute, the decision of DRM shall be final in this regard.
- 5.1.2 The ownership of infrastructure including the track, signalling equipment and OHE created on Railway land under para 5.1.1 above shall belong to Railway, even though the capital cost for these shall be borne by the GCTO.
- 5.1.3 For migration of existing Terminals to this new policy, the GCTO will be required to transfer the ownership of assets (track, OHE and signalling equipment) created on Railway land to Railway free of cost. The cost of up-gradation of assets (if required) to the desired standards, at the time of transfer of ownership to Railway, shall also be borne by the GCTO.
- 5.2 The capital cost for all common-user traffic facilities (to be marked on the ESP) at the serving station, including Signalling & Telecommunication works,

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modification and up-gradation to existing interlocking/ OHE, or electrification in future within the station limit up to take-off point, shall be borne by the Railway.

- 5.2.1 Zonal Railway shall ensure adequate availability of funds to ensure timely completion of common-user traffic facility works at the serving station, so that commissioning of GCTs is not delayed.
- 5.3 Maintenance and operation of assets created under para 5.2 above (common-user traffic facilities) at the serving station including staff costs, shall be the responsibility of the Railway.
- 5.4 The capital expenditure required for augmenting or up-grading the facilities and infrastructure on the connectivity portion from take-off point onwards towards Terminal and within the premises of Terminal shall be borne by the GCTO.
- 5.5 The connectivity to GCTs shall normally take-off from the existing serving station. However, in case when it is operationally not feasible to provide a connection from an existing serving station, provision of a Block Hut/ Block station (between two existing stations) with required points & crossings may be considered, provided it is operationally feasible. This will be done on the request of GCTO.
- 5.5.1 In such cases, the entire capital cost of the new Block Hut/ Block station and related infrastructure shall be borne by the GCTO. However, this work will be executed by Railway, and ownership of the same shall remain with the Railway.
- 5.5.2 However, for new GCTs planned to load one million Tonne or more (outward traffic) per annum, the capital cost of new Block Hut/ Block station will be repaid to the GCTO by Railway.
- 5.5.2.1 The repayment of capital cost of the new Block Hut/ Block station will be made by Railway through 10% rebate on the outward traffic loaded at the Terminal, till such time the capital cost has been repaid to the GCTO.
- 5.5.2.2 The repayment of capital cost will be done only if the Terminal achieves the target of loading one million Tonne per annum within two Calendar Years of commissioning (excluding the year of commissioning). For example, if a GCT commissioned during calendar year 2022 achieves one million Tonne loading during calendar year 2024, then the repayment of capital cost of new Block Hut/ Block station (through 10% rebate on outward traffic) shall start from 01st April 2025.
- 5.5.2.3 This repayment shall be made for the investment made by the GCTO on behalf of Railways. As such, this repayment through freight rebate shall be admissible over and above all other rebates that the GCTO may become eligible for in future.
- 5.5.2.4 This provision of repayment shall be applicable only for GCTs for which Agreement between RA and GCTO has not been entered into till the date of issue of this Policy.

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5.5.3 The cost of operation and maintenance of such Block Hut/ Block station shall be borne by the Railway w.e.f. the date of issue of this policy. However, for existing Terminals (*where PFT/Private Siding Agreement has been entered into between RA and operator before the issue of this Policy*) where cost of operation and maintenance of such Block Huts/ Block stations has already been deposited by the GCTO, there shall be no refund. Further, dues of operation and maintenance cost of Block Hut/ Block station, if any, pending as on the date of issue of this policy shall be payable by GCTO.

6. Security of Assets

6.1 The responsibility of security of railway assets over Railway land shall be of Railways. However, the responsibility of security of railway assets outside Railway Land or on land licensed to GCTO shall be of GCTO.

6.1.1 In case of theft of any railway asset on non-Railway land or railway land licensed to GCTO, the maintenance of which is with Railway, the restoration shall be done by Railway but the cost of such restoration shall be borne by the GCTO.

6.1.2 In case of theft of OHE including OHE on non-Railway land or railway land licensed to GCTO, restoration shall be done by Railway but the cost of such restoration shall be borne by the GCTO.

7. Maintenance of Assets

7.1 Maintenance of assets on Railway land (excluding the Railway land licensed to GCTO), including Track and Signalling Equipment installed on Railway land under para 5.1.1, shall be done by Railway at its own cost.

7.2 Maintenance of OHE from the take-off point onward including inside the Terminal shall be done by Railway at its own cost – as this involves safety of men and equipment, and can also impact rail operations outside the Terminal boundary.

7.3 In addition to above, the maintenance of assets (track, bridges, signalling equipment, etc) on non-Railway land including the land licensed to GCTO, **outside the Terminal**, may also be done by Railway at its own cost if the GCTO transfers the ownership of these assets to Railway (the ownership of land on which such assets are created shall however continue to be with GCTO). Provided further, this provision shall be applicable only to those GCTs where freight tariff is charged on 'through distance basis.'

7.3.1 In case maintenance of assets, including Track and Signalling Equipment, is being handed over to Railways on migration to this policy by GCTO, the GCTO will ensure that the standards of track and signalling infrastructure being transferred to Railway is in accordance with the prescribed standards for GCTs, as decided by Railways (Annexure 'D'). If any up-gradation/ replacement/ renewal of any infrastructure is required, the GCTO shall bear the cost for the same.

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- 7.3.2 In case of damages to the assets due to accident, etc, the replacement shall be done by Railway. However, if the responsibility of accident, after Enquiry (joint enquiry by representatives of Railway as well as GCTO), is fixed on the GCTO – the GCTO shall have to bear the cost of all the replacements. The decision of the Nodal Officer, i.e. DRM, in this regard shall be final.
- 7.3.3 In case the damage to assets is due to an external cause (floods, breaches, terrorist activity, etc), the cost of restoration shall be borne by the GCTO.
- 7.3.4 If the GCTO does not agree to transfer the ownership of assets (track, bridges, signalling equipment, OHE, etc) to Railway or freight tariff is not chargeable 'on through distance basis'; the maintenance of these assets – except OHE – shall continue to be the responsibility of GCTO.
- 7.3.4.1 Railway shall be entitled to conduct periodic inspections of such GCTs being maintained by the GCTO, for which Inspection Charges will be levied as per the prescribed norms.
- 7.3.4.2 GCTO may also get the maintenance done through Railway for such Terminals, in which case Maintenance Charges shall also be levied as per the prescribed norms.
- 7.3.5 The maintenance of GCT yard, including loading/ unloading lines, shall be the sole responsibility of GCTO. Distribution of the responsibility of track has been explained in Schedule '3'.
- 7.3.6 At such GCTs, Railway shall maintain the signalling equipment till the line-clear/ receipt-despatch arrangement with serving station(s), at its own cost. Maintenance of signalling equipment internal to the Terminal shall be the sole responsibility of the GCTO.
- 7.4 The cost of all subsequent up-gradations (on account of change of technology, standards, etc) shall be borne by the GCTO.
- 7.5 Maintenance of all the infrastructure and equipment inside the GCT which are not to be accessed by Railways' rolling-stock, and maintenance of infrastructure required for loading/ unloading (tipplers, hoppers, etc) shall be the responsibility of GCTO.
- 7.6 Schedule '3' indicates the ownership and responsibility for maintenance of assets for a GCT.

8. Cost of Electrification

- 8.1 In case of new GCT, the entire cost of electrification of the Terminal and the connectivity portion between take off point and GCT, shall be borne by the GCTO.
- 8.2 While undertaking electrification of main line and serving station by Railways, the electrification of the existing GCT(s) including the rail-line connecting the Terminal(s) shall be undertaken at the Railway's cost.

9. Handling of Wagons in GCTs:

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- 9.1 If any damage and deficiencies is caused to railway wagons due to the fault of the GCTO, the damage and deficiency charges shall be raised by Railway and paid by the GCTO as per the extant rules of Railways.
- 9.2 All tippers and bulk handling systems used for loading/unloading of Railway wagons shall be provided and commissioned by GCTO at its own cost in accordance with the RDSO's approved specifications. This provision shall however not be applicable on the systems/ equipment installed by GCTO which are not to be used for handling Railway wagons (such as conveyor-belts, JCBs, excavators, etc).
- 9.2.1 GCTO shall ensure that tippers, bulk handling systems, and mechanized equipment are operated only by the qualified and experienced staff under adequate supervision.
- 9.2.2 Such equipment shall be regularly maintained and replaced at the end of their codal life by GCTO at its own cost.
- 9.2.3 In case of any accident/ derailment inside the Terminal or outside the Terminal up to serving station, Railway will provide Accident Relief Train (ART) initially free of cost. Provided further, if the responsibility of accident/ derailment after enquiry is fixed on the GCTO, ART Charges shall be payable by GCTO as prescribed by Railway from time to time. The due Charges will be deducted from the future payments by Railway to GCTO. However, in case no regular payments are being made by Railway to GCTO, on demand from Railway, the GCTO shall pay ART Charges to Railway without any delay.
- 9.2.4 The accident enquiry as mentioned in para 9.2.3 above shall be conducted jointly by the representatives of Railway and GCTO to be nominated by DRM and GCTO respectively. The accepting authority of Enquiry Report shall be DRM, whose decision shall be final and binding on GCTO.

10. **C&W Maintenance Facilities**

- 10.1 Normally C&W facilities shall not be constructed at GCTs.
- 10.2 However, if C&W facilities are operationally required at any GCT as per the extant instructions, only one-time capital cost for setting-up these facilities shall be borne by the GCTO. Operational costs, including staff cost and material cost (for Railway-owned stock), shall however be borne by the Railway.
- 10.3 For GCTs dealing with POL and other hazardous material, specialized facilities inside the Terminal as well as in Railway yard (if required) shall be developed by the GCTO at its own cost, and shall be maintained by GCTO to ensure that no untoward incident/ accident takes place at such facilities.

11. **Authorized Users**

- 11.1 GCTO shall inform Railway about the authorized rail users of the GCT before notification, so that they may be incorporated in the TMS module of FOIS.

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11.2 If the GCTO desires to add more rail users subsequently, GCTO shall inform Railway at least seven (07) working days in advance, to enable incorporation of such rail users in FOIS.

12. Commodities Permitted

12.1 Unless otherwise specified by Indian Railway, a GCT shall be permitted to book and handle all traffic – including coal and coke, which shall be as per the guidelines of ‘preferential traffic schedule’ issued by Ministry of Railways from time to time.

13. Engine-on-Load (EOL) Scheme

13.1 All new GCTs shall be set up on ‘charging on through distance basis,’ as per the instructions contained in Rates Master Circular on ‘Freight on Through Distance Basis issued on 24.09.2014 (placed as Annexure ‘A’), as modified from time to time.

13.2 All new GCTs charged on through distance basis shall be governed by the Engine-on-Load policy (FM Circular No.05 of 2013 dated 07.03.2013), as modified from time-to-time.

13.2.1 Railway may permit commissioning of a new GCT on non-EOL basis with the approval of DRM, if Engine-on-Load scheme is not operationally feasible.

14. Charging of Commercial Staff

14.1 No cost of commercial staff will be charged from the GCTO w.e.f the date of issue of this policy. However, for existing Terminals (*where PFT/ Private Siding Agreement has already entered into between RA and operator before the issue of this Policy*) where cost of commercial staff has already been deposited by the GCTO, there shall be no refund. Further, dues of commercial staff cost pending, if any, as on the date of issue of this policy shall be payable by GCTO.

15. Provision of Weighbridge

15.1 All GCTs planning to deal with outward cargo (loading) shall have a provision of Electronic In-motion Weighbridge (EIMWB) at a suitable location inside the Terminal. The EIMWB shall comply with OIML (International Organization of Legal Metrology) document (available at <https://www.oiml.org/en/files/pdf/r/r106-2-e12.pdf>) and the latest RDSO specifications.

15.1.1 Provision of EIMWB shall not be essential for GCTs dealing with inward cargo (unloading) only.

15.1.2 If a GCT without an EIMWB plans to start loading, the GCTO shall make arrangement for provision of an EIMWB as per the provisions of the Policy. DRM, in consultation with CFTM of the Railway, may, however permit loading at a GCT (if operationally feasible) – by nominating an alternative Railway weighbridge for weighment of rakes, awaiting installation of EIMWB, for a period of up to six months at a time from the date of start of such loading, duly recording the reasons for the same.

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- 15.2 GCTO shall bear the cost of procurement (inclusive of the requisite warranty and a post-warranty comprehensive Annual Maintenance Contract (AMC) till the end of codal life), installation, and replacement of the EIMWB at the end of its codal life. GCTO shall also bear the cost of weighbridge house, weighbridge siding, and related infrastructure.
- 15.3 GCTO shall get the weighbridge certified by the Weights & Measures department of the state government, and shall comply with all the applicable statutory and legal requirements.
- 15.3.1 The weighbridge, after testing and certification by the Weights and Measures department of the state government, shall be sealed by their personnel in presence of GCTO's and Railway's representatives. This seal shall be broken, if required, only in the presence of the personnel of Weights and Measures department and Railway's representative.
- 15.4 GCTO shall bear the cost of manpower to operate the EIMWB, and the cost for its linking with FOIS.
- 15.5 RR will be issued on the basis of weighment within a GCT as per the extant instructions provided vide Rates Master Circular/Weighment/2019/0 dated 25.07.2019 and other applicable instructions of Railways (enclosed as Annexure 'B'), as modified from time to time.
- 15.6 No extra free-time will be provided for weighment at an EIMWB inside a GCT.
- 15.7 A nominated Senior Section Engineer/Carriage & Wagon (SSE/C&W) shall conduct periodic inspections (once in a fortnight) of the weighbridge to ensure that it is being operated as per the prescribed norms and procedures. In addition, frequent joint inspection by Sr.DME/Carriage &Wagon and Sr.DCM, or by officers nominated by them, shall be conducted and inspection notes issued – preferably once in three months. These inspections shall be conducted to ensure that EIMWBs are being operated as per the prescribed norms and procedures, and shall not necessarily include testing of EIMWBs using test wagons.
- 15.7.1 DRM or Sr.DME/C&W or Sr.DCM may order surprise inspection or testing of any weighbridge to check for its proper functioning or calibration.
- 15.8 For the purpose of mandatory testing of EIMWB, test-wagons shall be provided by Railway on payment of Haulage Charges. These Haulage Charges shall be levied for the actual distance travelled or 100 km, whichever is less.
- 15.8.1 In cases where there is more than one weighbridge located within a GCT, the Haulage Charges as per para 15.8 above shall be levied for the 'first weighbridge,' and shall be levied @25% of the charges for the 'first weighbridge' for other weighbridges inside the Terminal.
- 15.8.2 For random surprise testing by Railway, test-wagons will be provided for without levying Haulage Charges or any other charges.
- 15.8.3 Railway shall try to ensure availability of 'test wagon-sets' in the vicinity of all GCTs, so that there is no delay in arranging these wagons for testing.

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- 15.9 If any overloading is detected in the outward traffic the same will have to be unloaded/ re-adjusted at the Terminal itself – for which no extra free-time will be provided.
- 15.10 Whenever the EIMWB goes out of order, it shall be put right by the GCTO within three days, failing which a penalty of Rs 4,000/- per day or part thereof for the next ten days, and Rs 8,000/- per day or part thereof thereafter, shall be imposed.
- 15.11 Under exceptional circumstances, if it becomes essential to install the EIMWB of a GCT either partially or wholly on Railway land not licensed to GCTO (on account of operational and technical constraints), permission for the same may be given by the DRM. Location of such an EIMWB shall be decided by Sr.DOM, in consultation with Sr.DCM, Sr.DEN & Sr.DME.
- 15.11.1 All terms and conditions applicable on EIMWB inside a GCT shall also be applicable on an EIMWB installed by GCTO on such land. However, Railway will be the executing agency for installation, operation, and maintenance of such EIMWBs.
- 15.11.2 Cost of the comprehensive AMC and manpower to operate such EIMWB shall be borne by the GCTO.
- 15.11.3 Railway will be free to weigh rakes other than those of the concerned GCT at such EIMWB.
- 15.12 Railway may permit weight-o-meter/ pre-weighbin system of weighment in GCT on case-to-case basis, on the joint recommendation of PCOM, PCME, PCE & PCCM and with the personal approval of the General Manager, keeping in view the requirement and to avoid any manipulation of weighment data.
- 15.12.1 Such equipment shall be certified by Weights & Measures department, and should also meet all extant statutory provisions and policy guidelines.
- 15.12.2 The system should have proper locking/ sealing arrangement to avoid any tampering with the system including software. The 'admin' control should rest with the Railways.
- 15.12.3 One-to-one correspondence between Weight-o-meter discharge and corresponding wagon shall be maintained by GCTO.
- 15.12.4 A procedure order for normal operations covering precautions to be taken to ensure that wagons are empty before loading and periodical test weighing of this system shall be maintained by GCTO.
- 15.12.5 The system should have interface with FOIS to avoid any error in data capture during transmission.
- 15.13 GCTO may also be permitted to install an alternative means of weighment of wagons, which should have accuracy level at least equal to that of EIMWB and should ensure weighment within the time taken by EIMWB.
- 15.13.1 GCTO shall submit request for such alternative means of weighment, along with all the necessary documents, which may be permitted by

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Railway on case-to-case basis, on the joint recommendation of PCOM, PCME, PCE & PCCM and with the personal approval of the General Manager.

15.13.2 GCTO shall be responsible for getting the proposed means of weightment of wagons certified by Legal Metrology/ Weights & Measures department, and also for ensuring its proper upkeep and maintenance at its own cost.

16. Installation of FOIS and TMS

16.1 FOIS and TMS with limited access as prescribed by Indian Railways shall be installed at the GCT – at the cost of GCTO. All RRs will be prepared through TMS. Complete maintenance of FOIS and TMS will be done by Railway at its own cost.

16.1.1 Cost of replacement of FOIS and TMS equipment, at the end of their codal life, shall be borne by the GCTO.

17. General Conditions

17.1 Applicant/ GCTO will be solely responsible for – (a) arranging/ acquiring/ ownership/ lease/ licensing of non-Railway land for the development of GCT; (b) all statutory and non-statutory clearances from other government departments and statutory bodies; and (c) payment of all charges, taxes/ GST, surcharges, cess, levies, etc, related to transportation and handling of cargo.

17.2 For GCTs being developed entirely on non-Railway land, the portion of land required for linear connectivity of GCT with the serving Railway station may be acquired by Railway Administration on the specific request of applicant/ GCTO and at the cost of the applicant/GCTO, under the 'Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013'/ 'The Railway Act, 1989'.

17.2.1 An estimate of the cost of the land, prepared by Railway Administration in consultation with the Land Acquisition Officer, will be presented to the applicant, who shall deposit the amount before any further action is initiated for the acquisition of land. The applicant shall also agree to pay on demand such excess cost, if any, as may be incurred for the acquisition of this land.

17.2.1.1 The applicant shall also agree to compensate Railway if any extra cost is incurred by Railway arising out of such acquisition, even after commissioning of the Terminal.

17.2.2 Ownership of the land so acquired will vest with Railway, and the applicant for the Terminal shall have no right or claim thereto.

17.2.3 The entire cost of Railway infrastructure to be developed on such portion of acquired land will be borne by the GCTO, however the ownership of assets so created on such land will rest with Railway. Railway will reserve the right to grant connectivity to other Gati Shakti Cargo Terminal(s) taking off from the track passing over this land.

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- 17.3 Unless otherwise mentioned in this policy, all 'Commercial and Operating rules' as applicable for a goods-shed for booking, supply and delivery of goods shall be applicable at GCTs.
- 17.4 The GCTO shall be responsible for clearance of all Railway dues, including demurrage charges, accrued within the GCT.
- 17.5 The cost of electricity/ diesel consumed by Railway locomotives shall be borne by Railway.
- 17.6 The GCTO shall provide at his own cost the level-crossings and ROB/ RUB/ LHSs for safe passage of trains as well as road vehicles, as per requirement and prescribed norms.
- 17.6.1 All level-crossings have to be provided with requisite infrastructure (gate-post, gate-lodge, etc) and have to be manned by GCTO at its own cost.
- 17.6.1.1 If the level-crossing becomes due for interlocking, the cost of interlocking shall be borne by the GCTO.
- 17.6.2 Maintenance of level-crossings falling on the track being maintained by Railway shall be done by Railway at its own cost; while maintenance of level-crossings falling on the track being maintained by the GCTO shall be done by GCTO (as illustrated in Section III of Schedule '3').
- 17.7 Railway shall reserve the right to grant connectivity to another GCT(s) from the portion of track on Railway land as well as from the portion of track which is being maintained (and assets are owned) by Railway. For the sake of clarity, Railway may permit connectivity to another Terminal from the connectivity portion of a Terminal – (i) on Railway land where the assets are owned and maintained by Railway; and (ii) on non-Railway land where the ownership of assets has been transferred to Railway by the GCTO, and the assets are maintained by Railway though the land is owned by the GCTO. This provision shall be applicable on Railway land for all GCTs; and on non-Railway land for all new GCTs, as well as on existing Terminals who decide to migrate to this Policy and transfer the ownership of assets on their land to Railway.

18. Agreement

- 18.1 An Agreement for GCT shall be signed before the issue of commercial notification and operation of the GCT by Railway. Sr.DCM of the concerned Division shall be the signatory of the Agreement.
- 18.2 For existing Terminals migrating to this Policy, the period of Supplementary Agreement (to be signed as per the provisions of this Policy) shall be co-terminus with the existing Agreement.

19. Dispute Resolution

- 19.1 In case of any dispute arising in the interpretation of the Policy, the decision of DRM will be final and binding.

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19.2 Conciliation: All disputes and differences of any kind whatsoever arising out of or in connection with the construction and operations of GCT shall be referred by the GCTO to Railway Administration through 'Notice of Dispute.' RA shall, within 30 days after receipt of the 'Notice of Dispute,' notify the name of conciliator(s) to the GCTO. The Conciliator(s) shall assist the parties to reach an amicable settlement in an independent and impartial manner within the terms of Agreement. If the parties reach agreement on a settlement of the dispute, they shall draw up and sign a written Settlement Agreement duly signed by Railway's representative (Sr.DCM), GCTO and conciliator(s). When the settlement agreement is signed, it shall be final and binding on the parties. The conciliators shall be paid fee as fixed by Ministry of Railways time to time, which shall be shared equally by the parties.

19.2.1 The parties shall not initiate, during the conciliation proceedings, any reference to arbitral or judicial proceedings in respect of a dispute that is the subject matter of the conciliation proceedings.

19.2.2 The conciliation shall be carried out as per 'The Arbitration and Conciliation Act, 1996' and the proceedings shall be terminated as per Section 76 of the above Act.

19.3 Arbitration: If the dispute is not settled through Conciliation (as mentioned in para 19.2), it shall be decided by reference to arbitration. Arbitration shall be carried out as per provisions available for arbitration in Indian Railways General Conditions of Contract 2020 for works contracts, as amended from time to time.

20. Termination of the Agreement

20.1 Subject to the provisions in the Agreement, Railway Administration may terminate the Agreement with a GCTO operating a GCT in the event of any serious irregularity committed by the GCTO. This may include any grave breach of the terms and conditions of the Agreement, any default by GCTO, violation of The Railway Act, 1989, or commission of an unlawful act which is not in-line with Good Industry Practices.

20.2 Before terminating the Agreement, RA shall first issue a Show Cause Notice, informing GCTO to submit representation within 30 days. If no response is received, or if the response of GCTO is not satisfactory, a written Notice of Termination specifying a grace period of 180 days shall be given to the GCTO, by Sr.DCM with the approval of DRM. However, if no reply to the Notice for Termination is received within 180 days of the issue of Notice for Termination, the Agreement with GCTO will stand terminated and the same shall be communicated by Sr.DCM to GCTO. No termination payment shall be made by RA to the GCTO.

20.2.1 If the GCTO submits a reply within 180 days, RA will take further course of action on the merit of the case.

20.3 The GCTO will also have the right to terminate the Agreement by giving a notice of 180 days to the Railway Administration in the event of any difficulty faced by the GCTO in smooth functioning of the Terminal for reasons attributable to

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Railway as laid down in this policy, or for any other reason internal to the GCTO.
No termination payment shall be asked by Railway from GCTO.

20.4 Any dispute arising out of this Agreement will be resolved through the Dispute Resolution Mechanism as prescribed under Para 19 of the Policy.

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Approval Process for Gati Shakti Multi-Modal Cargo Terminal being set-up Entirely on Non-Railway Land

1. For granting approvals to the proposals for setting-up GCT(s) entirely on non-Railway land, there will a standing Committee at each Division, comprising of:

Chairperson: DRM
Convener: Sr.DOM
Members: Sr.DCM
Sr.DEN/Coordination
Sr.DEE/Traction Distribution
Sr.DSTE

The members of the above Committees shall be by designation and in absence of the incumbent, the officer looking after or the link officer shall discharge this function.

2. The applicant will be required to submit application to the DRM through on-line mode, along with Application Fee (non-refundable) of Rupees Twenty Thousand (Rs 20,000/-) only – either on-line or through a Demand Draft in favour of Sr.DFM of the concerned Division. The on-line application shall essentially contain the following details:

- 2.1 Details of the applicant – Name and designation of the authorized personnel, along with the details mentioned in para 3.1 of the Policy
2.2 Concept plan, duly indicating the location and sketch of the proposed Terminal and proposed connectivity with the serving station
2.3 Traffic projection (including commodities, expected volume per year, expected number of rakes per year, and types of stock to be handled)

3. On receipt of the application, the officials of Engineering, Operating and Signalling departments will conduct a joint survey of the location, and will submit a feasibility report to the DRM, within fifteen (15) days.

4. If providing connectivity to the proposed Terminal is technically and operationally feasible (as per joint location survey), In-principle Approval (IPA) will be granted to the applicant with the approval of DRM – within twenty (20) days of the receipt of the application.

4.1 The feasibility report shall also indicate the additional common-user traffic facilities required/ to be created at the station (on the basis of traffic projection), and inform the applicant for inclusion of the same in Engineering Scale Plan (ESP).

4.2 If providing connectivity is technically and/or operationally not feasible, reasons for the same will be communicated to the applicant within twenty (20) days. Applicant can re-submit the proposal with suitable modifications without re-submitting the Application Fee.

5. Within four (04) weeks of the receipt of IPA, the applicant will submit details of the project along with Engineering Scale Plan (ESP) of the serving station/ new Block

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Hut/ Block station to the DRM. Details of the project shall also be submitted on-line, which shall consist of:

- 5.1 Details of the ownership of land (if land is not owned by the applicant, lease-deed should be available)
 - 5.2 Location and details of EIMWB (if required)
 - 5.3 Details of the cargo handling mechanism inside the Terminal (manual, hopper, tippler, etc – as the case may be)
 - 5.4 Standard Layout chosen for the Terminal
 - 5.5 Alignment and L-section of connectivity line from take-off point to GCT including location of bridges, Low-height Subways (LHS), Level-crossings (LC), etc.
6. Various standard layouts will be provided by Railways, and the applicant will be free to choose any of these standard layouts as per his requirements. Applicant may also decide to adopt a different layout, for which the diagram will have to be uploaded on the on-line portal along with details of the project. (Standard layouts are provided as Annexure 'C' of this Policy.)
 7. The Standing Committee at the Division will examine the proposed ESP and other details. If the ESP is found acceptable, it will be signed by all members of the Committee and forwarded to Headquarters office for approval of Chief Engineer/Planning & Design (CE/P&D), within two (02) weeks of its receipt.
 - 7.1 If any shortcomings are noticed in the ESP, it will be communicated to the applicant within two (02) weeks for necessary corrections/ alterations. All the objections/ corrections will be communicated in a single instance to obviate the need for repeated corrections/ alterations.
 8. ESP will require approval of CE/P&D only in the Zonal Headquarters. As soon as the approved ESP is received in Division office, the applicant will be accorded approval to commence the construction (as per the approved ESP) on submission of Security Deposit as per para 10 below.
 9. **Departmental Charges** – No departmental charges will be levied on the applicant.
 10. **Security Deposit** –The applicant will be required to submit a Security Deposit of Rs Ten (10) lakh only, which shall be refunded on the date of commercial notification of the GCT.
 - 10.1 In case of non-fulfilment of certain conditions, necessary adjustment shall be made from the security deposit (if required), and the remaining amount shall be refunded.
 11. Any changes in ESP, post-approval, shall be permitted only under unavoidable technical consideration, and shall require the approval of the CE/P&D of the Zonal Headquarters.
 - 11.1 Any changes in ESP proposed by the applicant shall be processed as per para 7 & 8 of this Schedule.

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12. After the ESP has been approved and the applicant has been given approval to commence construction of the Terminal, Railway will process for preparation and approval of Signalling Interlocking Plan (SIP) and relevant technical drawings (in consultation with the applicant). DRM and Sr.DOM (as Chairperson and Convenor of the Committee respectively) will ensure that this process is completed without any delay.
13. The Railway land to be used for providing connectivity to a GCT (on non-Railway land) shall not be licensed to the GCTO. This land shall remain in the possession and control of Railway, and the infrastructure (track, signalling equipment, and OHE) developed on this land, though funded and constructed by the GCTO, shall also be owned by Railway – as per the provisions of para 5.1.2 & 5.1.3 of this Policy.
 - 13.1 For the existing Terminals located on non-Railway land where Railway land has been licensed for providing connectivity, the existing Private Siding/ Private Freight Terminal Agreement in between the Operator and Railway shall be modified as per the provisions of this Policy.
14. If the applicant fails to commence construction within six (06) months of the grant of approval, or fails to complete the construction within twenty-four (24) months of the grant of approval, Railway reserves the right to put the approval in 'abeyance,' and reserves the right to approve connectivity for other GCT(s) on the same alignment.
 - 14.1 If the applicant approaches Railway for reviving the approval kept in 'abeyance,' the request will be considered keeping in view the other approvals granted by Railway in the intervening period. The decision on such a case will be communicated within fifteen (15) days of receipt of such request.
15. For GCTs being developed entirely on non-Railway land, Railway will levy Terminal Charges for each rake handled (as per the applicable guidelines), which will be reimbursed to the GCTO.
 - 15.1 No Terminal Charges shall be levied on cargo for which GCTO himself is the consignor and/or the consignee.
 - 15.2 No Terminal Access Charges will be levied for rakes of privately-owned wagons when handled at GCTs built entirely on non-Railway land.

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**Procedure for Gati Shakti Multi-Modal Cargo Terminals to be Set-up 'Entirely/
Partially' on Railway land**

1. For setting-up new GCT(s) entirely on Railway land, Division(s) will identify spare-able land parcels, including the operational-cum-technical feasibility for setting-up GCT thereon and potential of traffic.
 - 1.1 On the basis of potential for traffic, Railway may also identify land parcels where GCT may be constructed partially on Railway land and partially on non-Railway land.
 - 1.1.1 Such land parcels (where GCT may be created partially on Railway land and partially on non-Railway land) may also be identified/ ear-marked on the basis of requests from prospective Operators, after inviting an Expressions-of-Interest.
2. Division will identify/ determine the minimum infrastructural facilities required at the Terminal on the basis of expected traffic.
 - 2.1 For GCTs to be developed entirely on Railway land, the size of land parcel should be sufficient for creation of the identified infrastructural facilities.
3. Selection of GCTO shall be made on the basis of open tender. In addition to the conditions mentioned in para 3 of this Policy, the eligibility for participating in tenders for GCTs on Railway land (entirely or partially) shall be as under:
 - 3.1 Applicant shall have at least two years' experience in manufacturing, transportation, or logistics and related business;
 - 3.2 Net worth of the applicant shall be at least fifty percent (50%) of the estimated cost of construction (as per the minimum infrastructural facilities determined by the Division);
 - 3.3 For GCTs planned to be developed partially on Railway land and partially on non-Railway land, the bidder should have acquired the right on land (of sufficient size) contiguous to identified land parcel – either through ownership, or through lease, or through consent-letter(s) from actual land-owner(s) duly indicating their willingness to provide land to the bidder in case the contract is awarded to him.
4. While inviting tender, Railway Administration will clearly specify restricted commodities, if any, which will not be permitted to be handles at the GCT.
5. The Tender Committee shall comprise Sr.DOM/Sr.DCM (convenor), Sr.DFM (finance member), and Sr.DEN (third member). DRM/ADRM shall be the Tender Accepting Authority.
6. Earnest Money for participation shall be 10% of the estimated project cost of the Terminal. For the successful bidder, this Earnest Money shall be converted into Performance Guarantee, while the Earnest Money for unsuccessful bidders shall be refunded.

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- 6.1 The Performance Guarantee shall be refunded in full, six months after the commissioning of the Terminal – subject to clearance of all pending dues of Railway by the GCTO.
- 6.2 If the successful bidder fails to start or complete the construction of GCT within the stipulated time (including the extensions granted by Competent Authority, if any), the Earnest Money shall be forfeited; and the Railway land shall revert back to Railway on as-is-where-is basis.
7. Two-packet single-stage tendering system shall be adopted. In the first packet, bidders will be evaluated on the following criteria:
 - 7.1 Whether the bidder fulfils the minimum eligibility conditions, as stipulated in para 3 above of this Schedule '2';
 - 7.2 Whether the proposed plan (of GCT) fulfils the minimum infrastructural facilities decided by the Division (which shall be clearly defined by the Division while inviting tenders).
8. All the bidders who fulfil the above criteria shall qualify for opening of the second packet – the financial bid.
9. Bidders will be required to quote the percentage of Terminal Charges and Terminal Access Charges which they will claim from the Railway for all the traffic handled at the Terminal. Eligible bidder asking for the minimum share of Terminal Charges and Terminal Access Charges will be awarded the contract.
 - 9.1 In case of two (or more) eligible bidders quoting the same percentage, contract will be awarded to the bidder planning to invest more capital in the project (as per the first packet).
 - 9.2 In case the planned investment is also same for such bidders, decision to award the contract shall be taken through the draw of lots.
10. For GCTs established entirely or partially on Railway land, Railway will levy Terminal Charges and Terminal Access Charges similar to those being levied on Railway goods-sheds. These Terminal Charges and Terminal Access Charges will be shared with the GCTO according to the quoted bid percentage (as mentioned in para 9 above of this Schedule '2').
11. After issue of the Letter of Allotment, the procedure and time-lines – for submission and approval of ESP and other related activities – in accordance with Schedule '1' shall be followed.
12. Successful bidder shall commence construction within three (03) months of the grant of approval of construction, and complete construction within eighteen (18) months of the grant of approval. If the bidder fails to adhere to the prescribed time-lines, one extension may be granted with the approval of DRM, up to a maximum of three months – considering the merits of the case.
 - 12.1 Under exceptional circumstances beyond the control of the bidder, DRM may grant a further extension of up to six months.

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- 12.2 If the bidder fails to complete the construction even after the lapse of such extensions (para 12&12.1 above), the Agreement will be terminated and Performance Guarantee will be forfeited.
- 12.3 At the time of cancellation of the Agreement, the Railway land, along with the entire infrastructure developed on it by the bidder, shall revert back to Railway on as-is-where-is basis, without payment of any compensation.
13. The Railway land used for providing connectivity to the Terminal shall remain in possession of Railway, along with the entire infrastructure created on it (as per provisions of para 5.1.2 & 5.1.3 of this Policy).
14. Railway land where GCT is developed partially or wholly on railway land (except for Railway land provided for the connectivity to GCT as mentioned in para 13 of Schedule 1 & 2) will be licensed to GCTO – for which modalities of calculating and levying land license fee shall be as per extant rules/Board’s circular on land licensing (2005/LML/18/8 dated 10.02.2005 and 08.6.2005, Annexure-E), as amended from time to time.
15. Responsibility for maintaining the track and signalling equipment shall be as per the provisions of para 7 of this Policy. Responsibility of maintaining loading/ unloading wharf(s), roads, drainage, etc, shall rest with the GCTO.
- 15.1 GCTO shall also be responsible to ensure that the entire infrastructure of Terminal is properly maintained and is duly upgraded/ replaced at the end of codal life, as per Good Industry Practices.
16. For GCTs constructed fully or partially on Railway land, the GCTO shall be expected to give at least the prescribed annual bench-mark of traffic (outward plus inward combined, in NTKM) to Railway, which shall be commensurate with the value of Railway land earmarked for GCT, as under:

Value of land (as per Schedule ‘4’)	Bench-mark Traffic (in NTKM)
Up to Rs 10 crore	200 million
More than Rs 10 crore, & up to Rs 25 crore	500 million
More than Rs 25 crore, & up to Rs 50 crore	1,000 million
More than Rs 50 crore, & up to Rs 100 crore	2,000 million
More than Rs 100 crore	4,000 million

- 16.1 The Bench-mark Traffic shall be applicable from the Financial Year subsequent to the year of commissioning, and shall be revised at the time of each renewal/ extension of Land Licensing Agreement according to the revised value of land. For example, if a GCT has been commissioned during 2023-24, with the value of Railway land being Rs 20 crore – then the Bench-mark from the years 2024-25 onwards shall be 500 million NTKM. This Bench-mark Traffic shall be revised at the time of every renewal/ extension of Land Licensing Agreement.

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- 16.2 If the GCTO achieves or surpasses the Bench-mark Traffic during any Financial Year, an incentive equal to 5% of the Land License Fee Charges (which be levied as per the provisions of para 14 of this Schedule '2') shall be granted for the next year. For the example given in para 16.1 above, if the GCTO achieves Bench-mark Traffic during 2025-26, then an incentive equal to 5% of Land License Fees (as per the provisions of para 14) shall be granted for the year 2026-27.
17. Subject to the provisions of para 14 of this Schedule '2', GCTO will be free to create infrastructure and/or to provide value-added services/ facilities (such as warehousing, processing, packaging, etc) provided that such infrastructure/ value-added services/ facilities, if created, shall be available to all users of the GCT without discrimination of any sort. GCTO will also have the authority for deciding the user charges/ fees for value-added services/ facilities as per market conditions – without any interference from Railway. However, the use of value-added services/ facilities will be optional and no customer will be forced to use those services or to pay for them. Such value-added services/ facilities shall conform to Good Industry Practices.
- 17.1 GCTO shall not sub-lease/ sub-license/ mortgage Railway land, and shall not create any third-party encumbrance on Railway land.
- 17.2 For any value-added service/ facility developed on Railway land, GCTO shall ensure that either the complete inward traffic or the complete outward traffic, for each commodity handled, is transported through Indian Railway system. Railway reserves the right to undertake any inspection of the Terminal to safeguard its interests and to direct the GCTO to discontinue such activities if such activities are detrimental to Railway's cargo business, failing which the Agreement may be terminated. For avoidance of doubt, such termination will be treated as default by the GCTO.
- 17.3 The responsibility of obtaining all statutory and environmental clearances for such value-added services, if required, shall rest solely with the GCTO. Any violation of statutory compliance will invite merit for termination clause of the Agreement on GCTO's default. Any liability/ default created by such violation will be the sole responsibility of the GCTO, and Railway will not be responsible for this.
18. GCTO shall use Railway land for activities related to Railway cargo business only. If the GCTO indulges in any commercial activity not related to Railway cargo business on Railway land or fail to adhere to the provisions of para 17, 17.1, 17.2 & 17.3 of this Schedule '2', the Agreement for GCT may be terminated without any compensation/ termination payment to the GCTO. For avoidance of doubt, such termination will be treated as default by the GCTO. In case of any dispute whether any activity is related to Railway cargo business or not, the decision of the nodal officer (i.e. DRM) shall be final and binding on the GCTO.
19. The GCT located completely or partially on Railway land will remain a common-user facility, and GCTO shall ensure non-discriminatory access for all rail-customers/ potential customers to such Terminals. The GCTO will not prevent any rail-customer/ potential customer from accessing the Terminal (provided the facilities for handling their cargo exists at the terminal). Road access to the GCT will not be blocked by the GCTO.

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20. GCTO will have the permission to expand the Terminal further by acquiring/ leasing the adjacent non-Railway land. However, any such acquisition/ leasing of additional land will have to be managed by the GCTO through his own resources. Railway will not charge any Land License Fees for the additional land acquired by the GCTO.
- 20.1 In such cases, the levy of Terminal Charges and Terminal Access Charges – and their sharing with the GCTO – will continue as before as per the decided principle.
21. Railway land shall be licensed to the GCTO and the GCT Agreement shall be signed for five (05) years, which shall be renewed/ extended in blocks of five (05) years at a time, up to maximum of 35 years, provided any of the provisions of the Agreement and/or Policy has not been violated by the GCTO. If the Agreement is not renewed, GCTO will be required to hand-over Railway land back to Railway along with the entire infrastructure created on it, on as-is-where-is basis and without any legal or financial liabilities on either side.
22. A joint team (comprising of Sr.DOM, Sr.DCM, Sr.DEN, Sr.DSTE & Sr.DEE/TRD) shall inspect the GCT at least once a year to ensure that there is no breach of Agreement or policy provisions by the GCTO. In addition, inspections may also be conducted by Railway officials as per the provisions of para 17.2 and 18 of Schedule '2' of this Policy. If any breach/ violation on part of the GCTO is detected during these inspections, Railway shall take action as per para 20 of the Policy.

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Schedule '3'

I. Ownership and maintenance of assets for Gati Shakti Multi-Modal Cargo Terminals
(as per the provisions of para 5 & 7 of the Policy; para 13 of Schedule '1' of the Policy; and para 13, 14, 15 of Schedule '2' of the Policy)

A) For Gati Shakti Cargo Terminals entirely on non-Railway land:

a. *New Terminals:*

Type/ location of asset	Ownership and responsibility for maintenance
Common-user traffic facilities at the station	<i>Ownership of land – Railway Ownership of assets – Railway Maintenance – Railway</i>
Connectivity portion on Railway land <i>(including the land acquired by Railway on behalf of TO, as per para 16.2 of the Policy)</i>	<i>Ownership of land – Railway Ownership of assets – Railway (construction cost borne by GCTO) Maintenance – Railway*</i>
Connectivity portion on non-Railway land	<i>Ownership of land – GCTO Ownership of assets – Railway (construction cost borne by GCTO; ownership transfer to Railway) Maintenance – Railway*</i>
Terminal yard, including loading/unloading lines	<i>Ownership of land – GCTO Ownership of assets – GCTO Maintenance – GCTO</i>

b. *Existing Terminals on migration to the new Policy:*

Type/ location of asset	Ownership and responsibility for maintenance
Common-user traffic facilities at the station	<i>Ownership of land – Railway Ownership of assets – Railway Maintenance – Railway</i>
Connectivity portion on Railway land	<i>Ownership of land – Railway Ownership of assets – Railway (construction cost borne by GCTO; upgraded by GCTO, and ownership transfer to Railway) Maintenance – Railway*</i>
Connectivity portion on non-Railway land	<i>Ownership of land – GCTO</i> <i><u>If ownership of assets transferred to Railway:</u> Ownership of assets – Railway (construction cost borne by GCTO; upgraded by GCTO, and ownership transfer to Railway) Maintenance – Railway*</i> <i><u>If ownership of assets not transferred:</u> Ownership of assets – GCTO Maintenance – GCTO</i>
Terminal yard, including loading/unloading lines	<i>Ownership of land – GCTO Ownership of assets – GCTO Maintenance – GCTO</i>

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B) For Gati Shakti Cargo Terminals Fully or partially on Railway land:

a. New Terminals:

Type/ location of asset	Ownership and responsibility for maintenance
Common-user traffic facilities at the station	<i>Ownership of land – Railway</i> <i>Ownership of assets – Railway</i> <i>Maintenance – Railway</i>
Connectivity portion on Railway land	<i>Ownership of land – Railway</i> <i>Ownership of assets – Railway (construction cost borne by GCTO)</i> <i>Maintenance – Railway*</i>
Terminal yard, including loading/unloading lines	<u>On Railway land:</u> <i>Ownership of land – Railway (Land License Fee applicable)</i> <i>Ownership of assets – GCTO</i> <i>Maintenance – GCTO</i> <u>On non-Railway land:</u> <i>Ownership of land – GCTO</i> <i>Ownership of assets – GCTO</i> <i>Maintenance – GCTO</i>

b. Existing Terminals (Sidings of PSUs on Railway land, and existing Assisted Sidings) on migration to the new Policy:

Type/ location of asset	Ownership and responsibility for maintenance
Common-user traffic facilities at the station	<i>Ownership of land – Railway</i> <i>Ownership of assets – Railway</i> <i>Maintenance – Railway</i>
Connectivity portion on Railway land	<i>Ownership of land – Railway</i> <i>Ownership of assets – Railway (construction cost borne by GCTO; upgraded by GCTO, and ownership transfer to Railway)</i> <i>Maintenance – Railway*</i>
Terminal yard, including loading/unloading lines	<u>On Railway land:</u> <i>Ownership of land – Railway (Land License Fee/ Land Lease Charges applicable, as per the License/ Lease Agreement prevailing before migration to this new Policy)</i> <i>Ownership of assets – GCTO</i> <i>Maintenance – GCTO</i> <u>On non-Railway land:</u> <i>Ownership of land – GCTO</i> <i>Ownership of assets – GCTO</i> <i>Maintenance – GCTO</i>

Notes: (1) Railway reserves the right to grant connectivity to other GCT(s) from the connectivity portion, where assets are owned and maintained by Railway (marked with '*' in above tables).

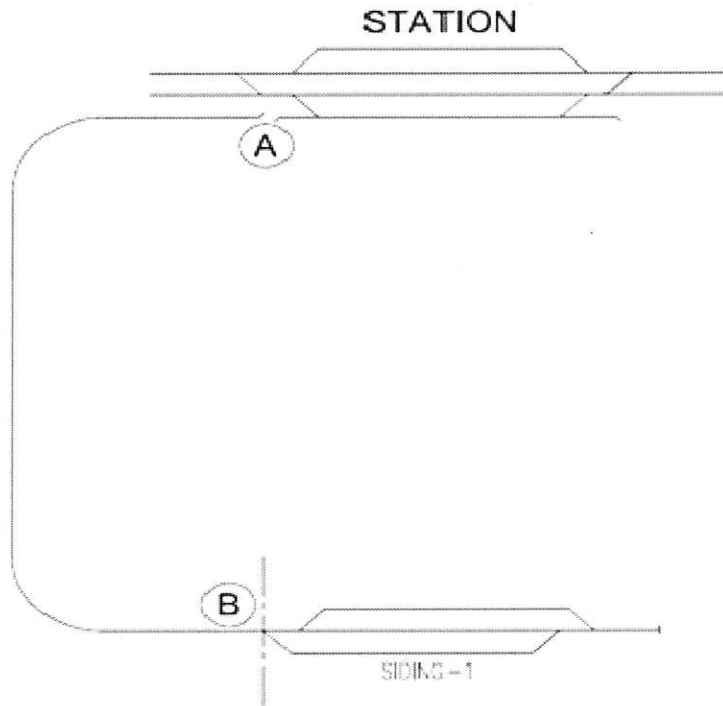
(2) For the sake of clarity, the distribution of responsibility for maintenance is explained in the illustrations provided in Section II of this Schedule.

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II. Distribution of the responsibility of maintenance of assets

Illustration-1:



Single Gati Shakti Cargo Terminal taking-off from a serving station

'A' - Take-off point

'B' - Starting point of the yard (of Terminal)

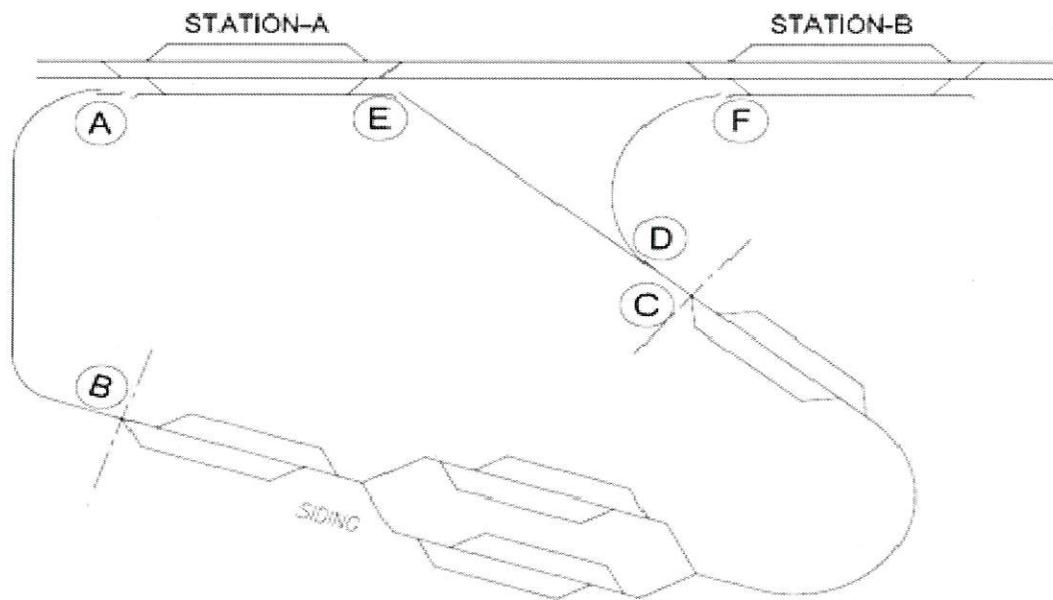
section A-B: To be maintained by Railway

beyond B: To be maintained by GCTO

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15.12.21

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Illustration-2:



Single Gati Shakti Cargo Terminal connected to two stations, with a Y-connection

'A' & 'E' - Take-off points from first station

'F' - Take-off point from second station

'B' - Starting point of the yard (of Terminal)

'C' - End point of the yard (of Terminal)

'D-F' - 'Y'-connection

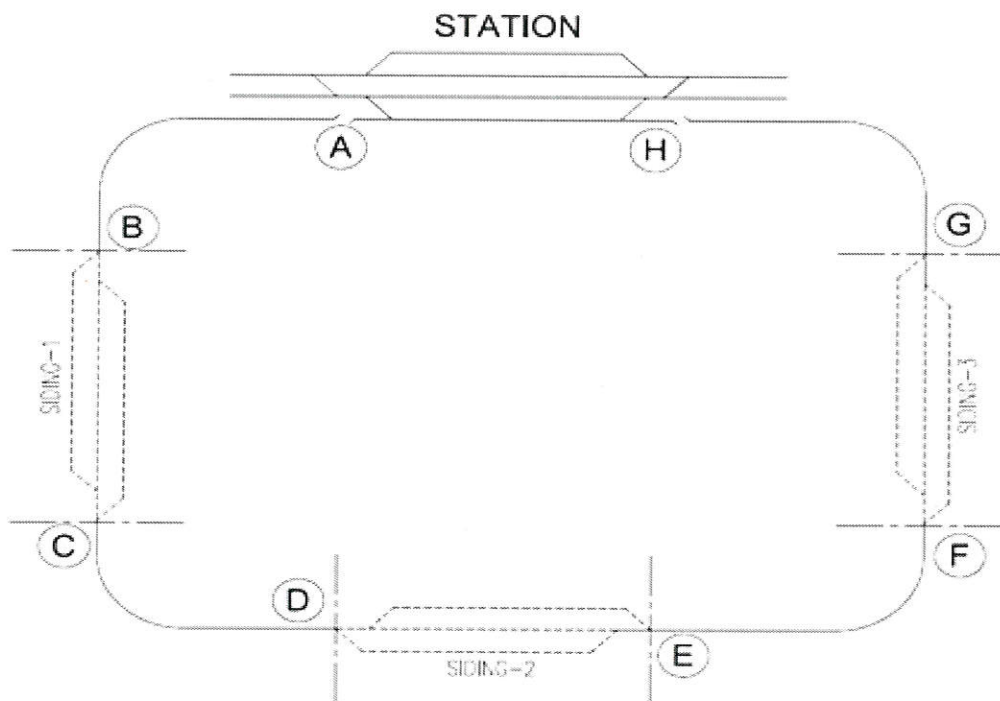
sections A-B, C-D-E, & D-F: To be maintained by Railway

section B-C: To be maintained by GCTO

Prep:
15.12.21

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Illustration-3:



Multiple Gati Shakti Cargo Terminals connected sequentially from a station (or to two stations)

'A-B', 'C-D', 'E-F', & 'G-H' - Track sections providing connectivity

'B-C' - Yard of Siding-1

'D-E' - Yard of Siding-2

'F-G' - Yard of Siding-3

sections A-B, C-D, E-F, & G-H: To be maintained by Railway

section B-C: To be maintained by first GCTO

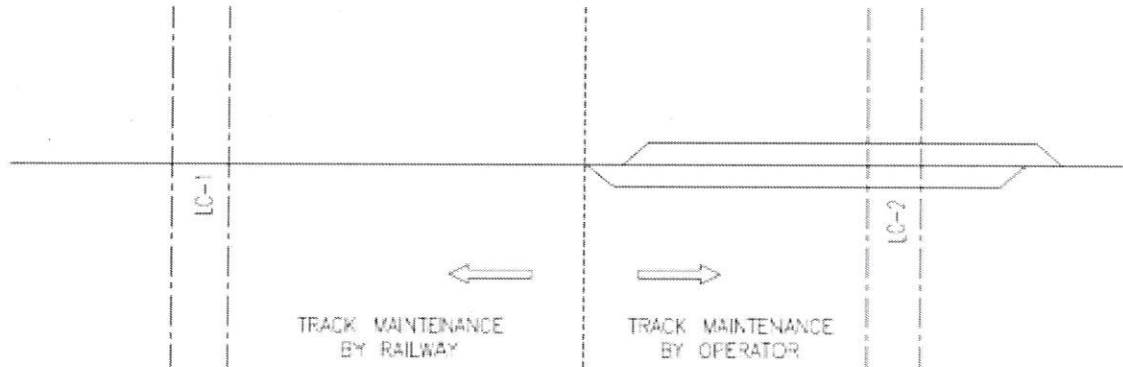
section D-E: To be maintained by second GCTO

section F-G: To be maintained by third GCTO

Per
15.12.21

Sigumar

**III. Allocation of responsibility for maintenance of level-crossing
(as per provisions of para 17.6 of the Policy)**



Level Crossing-1 (LC-1): on the track being maintained by Railway

Responsibility for maintenance: with Railway

Responsibility for manning: with GCTO

Level Crossing-2 (LC-2): on the track being maintained by the GCTO

Responsibility for maintenance: with GCTO

Responsibility for manning: with GCTO

Prep.
15-12-21

Signature

**GOVERNMENT OF INDIA/BHARAT SARKAR
MINISTRY OF RAILWAYS/RAIL MANTRALAYA
(RAILWAY BOARD)**

No.TC-I/2014/214/3

New Delhi, dt. 24.09.2014

General Manager
All Zonal Railways

Sub: System of Charging Freight on Through Distance Basis in case of sidings

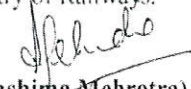
Ref: Board's letters/Circulars under reference:


1	No.TC-I/87/214/2 dt.13.03.1987
2	No.TC-I/87/214/2 dt.13.04.1987
3	No.TC-I/87/214/2 dt.01.05.1987
4	No.TC-I/87/214/2 dt.15.05.1987
5	No.TC-I/87/214/14 dt.21.10.1993
6	No.TC-I/87/214/2 dt.01.02.1994
7	No.TC-I/98/214/4 dt.28.04.1999
8	No.TC-I/99/214/11 dt.20.02.2001
9	No.TCR/1644/2002/2 dt.10.03.2003
10	No.TC-I/99/214/11 dt.09.05.2003
11	No.2007/TC-I/302/1Pt.F dt.23.06.2010
12	No.TCR/2043/2008/3 dt.10.08.2009

The guidelines regarding system of charging freight on through distance basis 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 relevant provisions figuring in the above mentioned Board's letters/circulars have been drawn out and consolidated guidelines on the subject matter are enclosed herewith. All other provisions of the above-mentioned Board's letters/Rates Circulars (and as amended from time to time) holds good.

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


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


15.12.21



No.TC-I/2014/214/3

New Delhi, dt. 24.09.2014

Copy to:

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

Mdwar
(M.K. Dabey)

for Financial Commissioner/Railways

No.TC-I/2014/214/3

New Delhi, dt. 24.09.2014

Copy to:

1. Chief Commercial Manager, All Zonal Railways
2. 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-21.
5. General Secy., IRCA, New Delhi.(with the request to issue correction slip)
6. Secretary, RRT, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
7. Director General, National Academy of Indian Railways, Vadodara.
8. Director, IRITM, Campus: Hardoi Bye-pass Road, Vill-Kanausi, P.O.-Manaknagar, Lucknow-226011
9. Chief Commissioner of Railway Safety, Lucknow.

Aashima Mehrotra

(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.TT/M, Adv(Infra), Adv(Safety), Adv.(Vig./T), EDTC/R, ED(PG), EDPM, ED(T&C), EDTT(S), EDTT(F), EDFC, ED(S&E), ED(Plg), ED(PPP), ED(PP), DFM, DFC, Railway Board

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

P. S. S.
15.12.24

Signature

INDEX

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2	Non-applicability	2.0	5
3	Calculation of Freight	3.0	5
4	Methodology for calculation of distance	4.0	6-8
5	Accountal of traffic	5.0	8

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15-12-21

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Sub: Charging Freight on Through Distance Basis in case of sidings

1.0 Applicability

- 1.1 The system of charging freight on through distance basis shall be extended to all block rakes going into the siding directly or indirectly with the engine pulling or pushing, provided (a) there is no detention to engines except for change of ends and (b) no separate shunting staff is required exclusively for this purpose.

(refer Board's letters No.TC-I/87/214/14 dt.21.10.1993 and No.TC-I/99/214/11 dt.09.05.2003)

- 1.2 The system of charging freight on through distance basis is also permitted in case a rake originate from or terminate in the exchange/peripheral yard provided by the siding holder, subject to fulfillment of criteria (a) & (b) of Para 1.1 above. Railway will notify such sidings/yards as 'independent booking points' based on the afore-mentioned criteria.

(refer Board's letter No.TC-I/87/214/2 dt.01.05.1987 and Board's letter No.TC-I/87/214/14 dt.21.10.1993)

- 1.3 'Block Rake', used herein, is a generic term implying a rake which moves as a train from an originating station to the destination station without any re-marshalling of wagons during the journey except for detaching sick wagons. Block rake will also include a rake loaded from one originating station/point to a combination of two or three destination points or a rake loaded from a combination of two originating points to a single destination.

(refer Board's letters No.TCR/1644/2002/2 dt.10.03.2003 and No.TC-I/99/214/11 dt.09.05.2003)

- 1.4 So long as a rake originates/terminates from/to an independent booking point, freight charges may be levied on through distance basis irrespective of whether reception/dispatch is done on signals or without signals.

(refer Board's letter No.TC-I/87/214/2 dt.15.05.1987)

- 1.5 In cases where one or more wagons originally forming a part of a rake charged on through distance basis to independent booking point, get detached and are received at the destination separately in the siding/yard as piecemeal. Siding Charge should not be levied for such wagons.

(refer Board's letter No.TC-I/87/214/14 dt.21.10.1993)

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Mehuda *Mdusid*

Per
15.12.21

Signature

1.6 System of charging freight on through distance is also allowed in following situations:

(a) When empties which are brought to the serving station are dropped at the serving station and the power is used for other work and the empties are subsequently sent into the siding by some other power.

(b) Loads cleared from the siding by one power upto the serving station are stabled at the serving station and the power is used for clearance of some other loads and thereafter another engine comes and clears the stock (brought from the siding) towards destination station.

(refer Board's letter No. TC-I/87/214/2 dt. 01.02.1994)

2.0 Non-applicability:

The system of charging freight on through distance basis is not allowed in following situations:

(a) When inward rake coming on electric power upto the serving station are subsequently taken by diesel power into the siding

(b) When outward rake moved by diesel power upto the serving station from the siding are subsequently moved by electric power.

(c) In case of piecemeal traffic, which are other than block rakes.

(refer Board's letters No. TC-I/87/214/2 dt. 01.02.1994 and No. TC-I/99/214/11 dt. 09.05.2003)

3.0 Calculation of Freight

3.1 Freight for a block rake shall be calculated on through distance basis at either trainload or wagonload class rate, as the case may be. Trainload class rate is granted if trainload class rate is notified for the commodity and the governing conditions are fulfilled.

(refer Board's letter No. TC-I/99/214/11 dt. 20.02.2001 and No. TC-I/99/214/11 dt. 09.05.2003)

3.2 In case of piecemeal traffic to siding notified as independent booking point, the chargeable freight is the freight for distance from/to the serving station plus Siding Charge computed on the basis of average trip time and All India Shunting/Train Engine Hour Cost.

(refer Board's letters No. TC-I/98/214/4 dt. 28.04.1999)

Shahid . M. D.

*Per:
15-12-21*

Zigmond

4.0 Methodology for calculation of distance

4.1 The distance will be notified without reference to the serving station. However, while calculating the distance, the distance upto the buffer end/farthest point of the siding/exchange yard/peripheral yard should be taken into account.

(refer Board's letter No.TC-I/87/214/14 dt.21.10.1993)

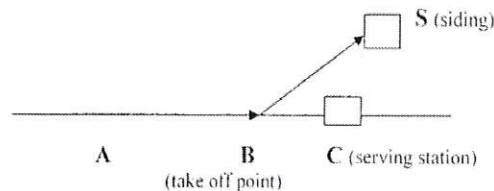
4.2 Where identifiable buffer end is not available, freight charges are to be levied upto the farthest point of the yard/siding.

(refer Board's letter No.TC-I/87/214/2 dt.13.04.1987)

4.3 Chargeable distance would be calculated in terms of Rule 125 of Goods Tariff. However, calculation of chargeable distance from the siding to the take off point or vice versa should be on the basis of actual pattern of movement and not with reference to the serving station concept (refer Illustrations given below). The chargeable distance based on this methodology for such sidings may be notified in the Rates Branch System (RBS) for correct charging of freight.

(refer Board's letter TC-I/98/214/4 dt.28.04.1999 and No.TCR/2043/2008/3 dt.10.08.2009)

Illustration No.1



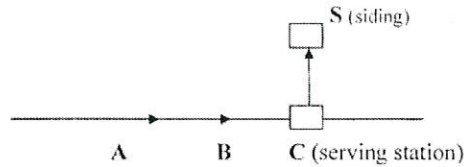
In this case traffic is coming from side A which is a local or junction station. C is the serving station and the B is the take off point lying between A and C. Traffic goes to the siding S without being dealt with at serving station C. In this case, the chargeable distance will be equal to distance upto A plus distances from A to B and from B to S. Distance upto A may be calculated from junction/local distance table and from A to B & B to S may be calculated in consultation with Civil Engineering Department.

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PAGE
15.12.21

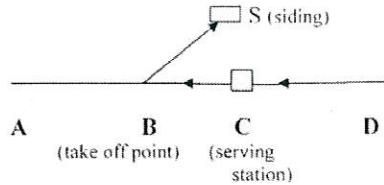
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Illustration No.2



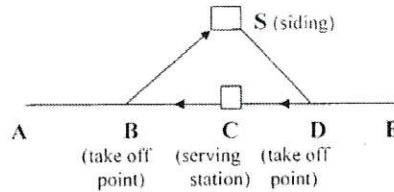
In this case, traffic coming from side A and goes to siding S via the serving station C without being dealt at C. In this case, chargeable distance will be equal to distance upto serving station plus distance from station C to siding S.

Illustration No.3



The traffic coming from side D which is a junction station passes through serving station C and goes to siding via B, the take off point. The chargeable distance will be equal to distance upto C plus distances from C to B and from B to siding S.

Illustration No.4



In this case, traffic is coming from station E and B & D are two take off points on both side of the serving station C. However, if due to some problem in DS route for which siding owner is responsible, the traffic goes via C and B to siding S, the chargeable distance will be equal to distance upto E plus distances from E to C, C to B and B to S. However, if the route

7

Handwritten signature: A. K. Singh

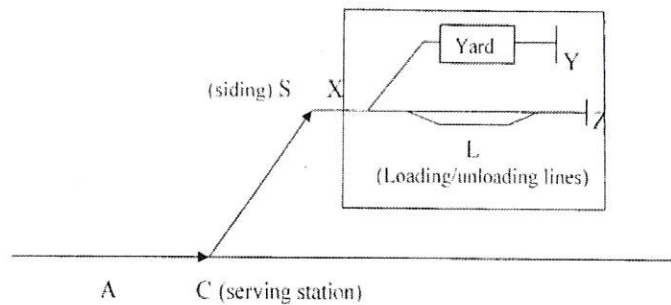
Handwritten signature: P. S. Singh
15-12-21

Handwritten signature: Singh

DS is closed due to Railway's problem, the chargeable distance will be equal to distance upto E plus distances from E to D and D to siding S.

Illustration No.5

Case: If a rake cannot be placed directly on loading/unloading lines due to restrictions in movement of loco in sidings (for instance, those dealing with POL and container traffic) and the rake is moved to a yard first and then after engine reversal, the rake is pulled back for placement in the siding.



L denotes loading/unloading lines. Y is the buffer end of yard, X is common entry point for both yard & loading/unloading lines and Z is buffer end of siding.

In this case, traffic is coming from side A and goes to siding S via serving station C without being dealt with at C. As the rake cannot be placed directly on loading/unloading lines, the rake coming from serving station is taken to the yard first, then engine is reversed and pulled beyond entry point for placement on loading/unloading lines. Here, the rake had to travel extra distance from the entry point to the yard and back. Here, the chargeable distance will be equal to distance upto serving station C plus distances from C to X and X to Z plus twice the distance between X and Y.

5.0 Accountal of traffic:

Once a siding has been declared as an independent booking point, accountal of both trainload traffic and piecemeal traffic can be done there.

(refer Board's letter No.TC-1/87/214/2 dt.15.05.1987)

Handwritten signatures: Akhanda, Manoj

Handwritten notes: Pappu, 15-12-21

Handwritten signature: Anjan Kumar

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

No.TC-I/2021/109/efile/2 (3366987)

New Delhi, dt.28.09.2021

General Manager
All Zonal Railways

Sub: Exemption from mandatory weighment(100%) in case of HR/CR Sheet and other steel consignment

Ref: Rates Master Circular/Weightment/2019/0 and amendments thereto

One of the Zonal Railways has requested to permit exemption from mandatory weighment(100%) in case of HR/CR Sheet and other Steel consignment which are weighed on certified Mil-Scale even if they do not bear any marking of Central Excise and/or Customs Deptt. as permitted in case of HR/CR coil.

The matter has been examined and it has been decided to permit exemption from mandatory weighment(100%) in case of HR/CR Sheet and other Steel consignment which are weighed on certified Mil-Scale, by modifying second sub-para of Para 3.2 of Rates Master Circular/Weightment/2019/0. as under:

Existing Guidelines	Revised Guidelines
However, HR Coil and CR coil consignments weighed on certified Mill-scale even if they do not bear any marking of Central Excise and/or Customs Deptt., need not be subject to mandatory 100% weighment at EIMWBs only when they are loaded as a pure rake of HR coil or CR coil or mixed rake of HR coil and CR coil provided that weight of the consignment is stenciled on each coil and it also bears a label with remarks "Weighed on the Mill Scales certified by the Weights and Measures Department which is accepted for the SRP(Self Removal Procedure) by Central Excise and/or Customs Deptt. and all the statutory purposes". The label	However, HR Coil, CR Coil, HR Sheet, CR Sheet and other steel consignment weighed on certified Mill-scale, even if they do not bear any marking of Central Excise and/or Customs Deptt., need not be subject to mandatory (100%) weighment at EIMWBs when they are loaded with above-mentioned commodity as a pure rake or mixed rake, provided that weight of the consignment is stenciled on each coil/sheet/steel consignment and it also bears a label with remarks "Weighed on the Mill Scales certified by the Weights and Measures Department which is accepted for the SRP(Self Removal Procedure) by Central Excise and/or Customs Deptt. and all the statutory purposes". The label should bear the name of company.

28/09/2021

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Signature

should bear the name of company, manufacturing unit, name of weighing station/point, signature and stamp of the person authorized by the company to certify weightment with date. The customer will also provide the wagon-wise details of weight of the each coil loaded in a wagon to the goods clerk	manufacturing unit, name of weighing station/point, signature and stamp of the person authorized by the company to certify weightment with date. The customer will also provide the wagon-wise details of weight of the each coil/sheet/steel consignment loaded in a wagon to the goods clerk
---	--

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

(This disposes off ECoR's letter No.PCCM/225/IWB/XII/1057 dated 03.09.2021)



(Atul Kumar)
Deputy Director, Rates-I
Railway Board
011-23047364

No.TC-I/2021/109/efile/2 (3366987)

New Delhi, dt.28.09.2021

Copy to:

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

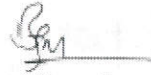

for Member(Finance), Railway Board

No.TC-I/2021/109/efile/2 (3366987)

New Delhi, dt.28.09.2021

Copy to:

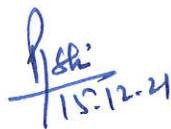
1. Pr. Chief Commercial Manager, all Zonal Railways
2. Pr. Chief Operations Manager, all Zonal Railways
3. Managing Director, CRIS, Chanakyapuri, New Delhi-21.
4. Chief Admn. Officer, FOIS, Camp: CRIS, Chanakyapuri, New Delhi.
5. MD, KRCL, Belapur Bhavan, Sector-11, CBD Belapur, Navi Mumbai-400614.
6. Director General, National Academy of Indian Railways, Vadodara.
7. General Secy., IRCA, New Delhi.
8. Director, IRITM, Vill-Kanausi, Manaknagar, Lucknow-226011



(Atul Kumar)
Deputy Director, Rates-I
Railway Board

Copy for information:

CRB, M(O&BD), M(Fin.), Railway Board
AM(C), AM(T), AM(R), PED(TT/M), PED(Vig.), PED(Accts), EDTC/R, EDFM, ED(CC),
ED(PG), EDTT(S), EDTT(F), ED(Coal), EDFC, EDVT, OSD/MR, Railway Board
TC(R), TC(CR), F(C), TT-III, Railway Board


15.12.21



Government of India (भारत सरकार)
Ministry of Railways (रेल मंत्रालय)
(Railway Board)(रेलवे बोर्ड)

No.TC-I/2020/109/SCR

New Delhi, dt.16.09.2020


General Manager
All Zonal Railways


Sub: Detention Charge and Punitive Charge
Ref: Rates Master Circular/Weighment/2019/0

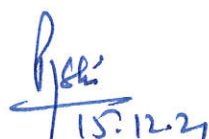
Please refer to Para 4.3.3(iii) of Rates Master Circular/Weighment/2019/0 regarding Detention Charge and Punitive Charge.

2. The matter has been reviewed and it has been decided to revise the guidelines regarding Detention Charge and Punitive Charge, as given below-

Condition	Weighment on weighbridge at originating point (associate weighbridge located at loading point itself or serving station of the siding)	Weighment on weighbridge at other than originating point (associate weighbridge/alternate associate weighbridge not located at loading point itself or serving station of siding; en-route weighbridge; weighbridge at destination point)
EXISTING GUIDELINES	Detention Charge @Rs.5000/- for 'each overloaded wagon'	Detention Charge @Rs.5000/- for each overloaded wagon is <u>not</u> leviable.
REVISED GUIDELINES	Detention Charge @Rs.5000/- for overloaded wagon is <u>not</u> leviable.	No change
EXISTING GUIDELINES	<u>Punitive charge</u> No punitive charge is leviable if the customer carries out load adjustment at the originating station itself.	<u>Punitive Charge</u> Punitive Charge for overloading should be levied for the entire distance to be travelled by the train hauling the wagon from the originating station to the destination point, irrespective of the point of load adjustment.


16.09.20


16.09.2020


15.12.21

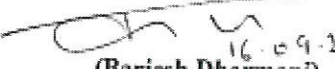


<p>REVISED GUIDELINES</p>	<p>No change</p>	<p><u>Punitive Charge</u> On detection of overloading at other than originating point, if customer carries out load adjustment at such point, Punitive Charge shall be levied for the distance travelled by the train hauling the wagon from the originating station to the load adjustment point.</p>
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3. A copy of Notification dated 16th September 2020 regarding "Railways (Punitive charges for overloading of wagon) (Amendment) Rules, 2020" is enclosed. The link of published notification in e-gazette (www.egazette.nic.in) will be provided on www.indianrailways.gov.in in due course.

4. All other extant guidelines will continue to apply unchanged.

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


16.09.20

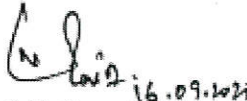
(Barjesh Dharmani)
Exec. Director, Traffic Commercial (Rates)
Railway Board

No.TC-I/2020/109/SCR

New Delhi, dt.16.09.2020

Copy to:

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


16.09.2020

for Member (Finance), Railway Board

No.TC-I/2020/109/SCR

New Delhi, dt.16.09.2020

Copy to:

1. Pr. Chief Commercial Manager, all Zonal Railways
2. Pr. Chief Operations Manager, all Zonal Railways
3. Managing Director, CRIS, Chanakyapuri, New Delhi-21.
4. Chief Admn. Officer, FOIS, 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, Vill-Kanousi, Manaknagar, Lucknow-226011


16.09.20

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

Copy for information:

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EDTT(S), EDTT(F), ED(Coal), EDFC, EDVT, ED(C&IS), OSD/MR,
TC(R), TC(CR), TCFM, F(C), Safety Branches, Railway Board


15.12.21



[TO BE PUBLISHED IN THE GAZETTE OF INDIA, EXTRAORDINARY, PART-II,
SECTION 3, SUB-SECTION (i)]

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

NOTIFICATION

New Delhi, the 16th September, 2020

G.S.R. (E).- In exercise of the powers conferred by sub-section(1) read with clause(d) of sub-section(2) of section 87 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Railways (Punitive charges for overloading of wagon) Rules, 2012, namely:-

1. (1) These rules may be called the Railways (Punitive charges for overloading of wagon) (Amendment) Rules, 2020.
(2) They shall come into force on the date of their publication in the Official Gazette.
2. In the Railways(Punitive charges for overloading of wagon) Rules, 2012, in rule 3, after the proviso, following proviso shall be inserted, namely :-

"Provided further that on detection of overloading at other than originating point, if customer carries out load adjustment at such point, Punitive charge shall be levied for the distance travelled by the train hauling the wagon from the originating station to the load adjustment point."

[F.No.TC-I/2020/109/SCR]



16.09.20

(Barjesh Dharmani)

Executive Director, Traffic Commercial (Rates)

Note: The principal rules were published in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-Section (i) vide number G.S.R.570(E), dated the 17th July, 2012 and subsequently amended vide notification numbers G.S.R.898(E), dated the 17th December, 2012, G.S.R.550(E), dated the 10th July, 2015, G.S.R.278(E), dated the 26th March 2018 and G.S.R.1205(E), dated the 14th December 2018.

Recd
15.12.21

Signature

भारत सरकार/Government of India

रेल मंत्रालय/Ministry of railways

(रेलवे बोर्ड/Railway Board)

अधिसूचना

नई दिल्ली, 16 सितम्बर, 2020

सा.का.नि.(अ). - केंद्रीय सरकार, रेल अधिनियम, 1989 (1989 का 24) की धारा 87 के उप खंड (2) के खंड (घ) के साथ पठित उप खंड(1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए रेल (वैगनों की अधिक लदाई के लिए दंडात्मक प्रभार) नियम, 2012 में और संशोधन करने के लिए एतद्वारा निम्नलिखित नियम बनाती है, अर्थात् :-

1. (1) इन नियमों को रेल (वैगनों की अधिक लदाई के लिए दंडात्मक प्रभार) (संशोधन) नियम, 2020 कहा जाए।
(2) ये राजपत्र में इनके प्रकाशन की तिथि से प्रवृत्त माने जाएंगे।
2. रेल (वैगनों की अधिक लदाई के लिए दंडात्मक प्रभार) नियम, 2012 के नियम 3 में, नियम के बाद निम्नलिखित नियम अंतर्विष्ट किया जाए, अर्थात् -

"परंतु और यह कि प्रारंभिक स्थल के अलावा अन्य स्थल पर अधिक लदाई का पता लगने पर, यदि ग्राहक ऐसे स्थल पर लोड समायोजन करता है, तो ट्रेन द्वारा वैगन को प्रारंभिक स्टेशन से लोड समायोजन के स्थल तक ढोने की दूरी के लिए दंडात्मक प्रभार लगाया जाएगा।

(फाइल सं.टी सी-1/2020/109/एससीआर)



16.09.20

(बरजेश धर्माणी),

कार्यपालक निदेशक यात्री विपणन(दर)

टिप्पण : मूल नियम भारत के राजपत्र, असाधारण, भाग-2, खंड 3, उप खंड (i), में सा.का.नि.570(अ), दिनांक 17 जुलाई, 2012 के द्वारा प्रकाशित किए गए थे तथा तत्पश्चात अधिसूचना संख्यांक सा.का.नि. 898(अ) दिनांक 17 दिसंबर, 2012, सा.का.नि. 550(अ) दिनांक 10 जुलाई, 2015, सा.का.नि.278(अ) दिनांक 26 मार्च, 2018 और सा.का.नि.1205(अ) दिनांक 14 दिसंबर, 2018 के द्वारा संशोधित किए गए।

15.12.21

15.12.21

Government of India (भारत सरकार)
Ministry of Railways (रेल मंत्रालय)
(Railway Board)(रेलवे बोर्ड)

No.TC-I/2019/109/3

New Delhi, dt.26.07.2019

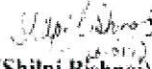
General Manager
All Zonal Railways

Sub: Designed Tare Weight of BRN wagons

Ref: (i) Board's letter No.TCR/1394/2017/05 dt.18.01.2018
(ii) Rates Master Circular/Weight/2019/0

In terms of Board's letter under reference (i), the designed tare weight of BRN wagon is 24.40 tonne. Accordingly, revised ANNEXURE to Rates Master Circular/Weight/2019/0 is enclosed herewith.

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


(Shilpi Bishnoi)
Director, Traffic Commercial (Rates)
Railway Board


No. TC-I/2019/109/3

New Delhi, dt.26.07.2019

Copy to:

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


for Financial Commissioner(Railways)


15.12.21



No. TC-1/2019/109:3

New Delhi, dt.26.07.2019

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**, 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**, Vill-Kanausi, Manaknagar, Lucknow-226011

Shilpi Bishnoi

(Shilpi Bishnoi)

Director, Traffic Commercial (Rates)
Railway Board

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ED(CC), ED(PG), EDTT(S), EDTT(F), ED(Coal), EDFC, EDVT, ED(C&IS), OSD-MR,
TC(R), TC(CR), F(C), Safety Branches, Railway Board

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15.12.21

Signature

ANNEXURE

Designed Tare Weight of wagons

Type of wagon	Tare weight (in tonne)	Type of wagon	Tare weight (in tonne)
COVERED			
BCN	27.20	BOBRNHS	25.61
BCNA, BCNAHS	24.60	BOBRNEL	25.61
BCX	28.50	BOBYNHS	25.20
BCXN	27.01	OPEN	
BCNHL	20.80	BOXN	22.48
BCCW	23.00	BOXNS	19.85
BCFC	22.00	BOXNCR	22.48
		BOXNHS	22.51
FLAT		BOXNIISM1	22.53
BRN	24.40	BOXNMI	22.53
BRNA	23.54	BOXNIL	20.60
BRNAHS	23.54	BOXNHA	23.17
BENS	26.71	BOXNLW	20.60
BENSM22.9	22.00	BOXNLWMI	20.41
BRH	24.38	BOXNR	21.20
BRHC	25.23	BOXNEL	23.10
BRHNEHS	22.60	BOX	26.23
BRHT	25.92	BOXC	25.00
BRS	25.10	BOXR	21.20
BRST	25.10	BOXT	26.23
BFR	20.50	BOY	20.71
HOPPER		BOYN	20.50
BOBR	26.00	BOYEL	20.70
BOBRN	25.61	BOI	22.80
BOBS	26.40	BOST	25.50
BOBSNM1	30.00		
BOBSN	30.00		
BOBX	25.15		
BOB	25.40		
BOBC	18.03		
BOBY	27.04		
BOBYN	25.20		

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Government of India (भारत सरकार)
Ministry of Railways (रेल मंत्रालय)
(Railway Board)(रेलवे बोर्ड)

No.TC-I/2019/109/3

New Delhi, dt. 25.07.2019

General Manager
 All Zonal Railways

Sub: Weighment of wagons/rake, Exemption from weighment, Designed Tare Weight of wagons, Procedure to deal with overloaded wagon(s) and levy of Detention Charge etc.

Ref: Board's circulars/letters listed below

1	Rates Master Circular/Weighment/2014/0	23	No.TC-I/2011/108/11 dt.19.08.2016
2	Corrigendum dt.26.12.2014	24	No.TC-I/2012/108/20 dt.05.12.2016
3	Corrigendum No.2 dt.10.01.2018	25	No.TC-I/2014/108/4 dt.21.03.2017
4	Corrigendum No.3 dt.21.03.2018	26	No.TC-I/2014/108/4 dt.09.06.2017
5	Corrigendum No.4 dt.18.05.2018	27	No.TC-I/2014/108/4 dt.28.08.2017
6	Corrigendum No.5 dt.01.03.2019	28	No.TC-I/2014/108/4 dt.07.03.2018
7	Corrigendum No.6 dt.09.05.2019	29	No.TC-I/2010/108/4 pt. dt.09.05.2018
8	Addendum dt.17.07.2015	30	No.TC-I/2017/109/3 dt.13.06.2018
9	Addendum No.2 dt.29.09.2015	31	No.TC-I/2014/108/4 dt.06.07.2018
10	Addendum No.3 dt.24.11.2017	32	No.TC-I/2010/108/4Pt. dt.10.07.2018
11	Addendum No.4 dt.23.05.2018	33	No.TC-I/2014/108/4 dt.07.08.2018
12	Addendum No.5 dt.05.06.2018	34	No.TC-I/2016/MISC/2 dt.24.08.2018
13	Rates Circular No.25 of 2016	35	No.TC-I/2010/108/4Pt.07.09.2018
14	Rates Circular No.1 of 2017	36	No.TC-I/2018/109/8 dt.18.09.2018
15	Rates Circular No.20 of 2018	37	No.TC-I/2010/108/4 Pt.12.12.2018
16	Rates Circular No.1 of 2019	38	No.TC-I/2014/108/4 Pt.1 dt.08.01.2019
17	Rates Circular No.13 of 2019	39	No.TC-I/2006/109/6Pt.3 dt.24.01.2019
18	No.TC-I/2010/108/4 dt.16.09.2011	40	No.TC-I/2016/Misc/2 dt.25.01.2019
19	No.TC-I/2015/108/1 dt.02.12.2015	41	No.TC-I/2018/109/3 dt.24.04.2019
20	No.TC-I/2010/108/4(Clarf.) dt.01.02.2016	42	No.TC-I/2014/108/4 Pt.1 dt.29.04.2019
21	No.TC-I/2010/108/4(Clarf.) dt.03.05.2016	43	No.TC-I/2014/108/4Pt.1 dt.11.07.2019
22	No.TC-I/2011/108/11 dt.04.05.2016		

Please refer to Board's Circulars and letters under reference regarding weighment of wagons/rake, exemption from weighment, designed tare weight of wagons, procedure to deal with overloaded wagon(s) and levy of Detention Charge etc.

It has been decided to issue comprehensive guidelines on the subject at one place. Accordingly, relevant provisions figuring in the above mentioned Board's letters/circulars and in force as on date have been drawn out and consolidated guidelines on the subject are enclosed herewith.

All concerned may be advised to follow the guidelines scrupulously.

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

Shilpi Bishnoi
 25.07.19
(Shilpi Bishnoi)
Director, Traffic Commercial (Rates)
Railway Board

P. H. H.
 15.12.21

Shilpi Bishnoi

No. TC-I/2019/109/3

New Delhi, dt. 25.07.2019

Copy to:

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

[Signature]
for **Financial Commissioner(Railways)**

No. TC-I/2019/109/3

New Delhi, dt. 25.07.2019

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**, 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**, Vill-Kanausi, Manaknagar, Lucknow-226011

[Signature]
(**Shilpi Bishnoi**)
Director, Traffic Commercial (Rates)
Railway Board

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15.12.21

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ANNEXURE

Designed tare weight of wagons	17
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*Sup: Bishnoi
2.12.19*

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Sub: Weighment of wagons/rake, Exemption from weighment, Designed Tare Weight of wagons, Procedure to deal with overloaded wagon(s) and levy of Detention Charge etc.

1.0 PROCEDURE FOR WEIGHMENT

1.1 WEIGHMENT OF RAKE/WAGONS AND ISSUE OF RR

- 1.1.1 All traffic loaded from any terminals are required to be weighed at weighbridges invariably. PCCM of Zonal Railways will monitor strict compliance of extant instructions regarding weighment of wagons.
- 1.1.2 PCOM of each Railway will notify the Associate weighbridge(s) at which rakes loaded at each loading point for each stream are required to be weighed and advise the same to all Zonal Railways and Board's office. Approval of the PCOM of the concerned Zonal Railway should be taken if the Associate weighbridge lies in other Zonal Railway. Weighbridges which have been planned or are being planned, but are yet to be installed may also be notified. Weighment of loading done at stations served by these weighbridges till these become operational, will be done at an alternate weighbridge only if it is operationally not inconvenient as certified by PCOM of the Railway.
- 1.1.3 PCOM of each Railway will also notify Alternate Associate Weighbridge where weighment will be done if the Associate weighbridge is defective and advise the same to all Zonal Railways and Board's office. Approval of the PCOM of the concerned Zonal Railway should be taken if the Alternate Associate weighbridge lies in other Zonal Railway. Weighbridges which have been planned or are being planned, but are yet to be installed may also be notified.
- 1.1.4 A reliable means of communication should be set up between the Associate and Alternate Associate weighbridges and the corresponding loading point for communicating results of the weighment to the loading point.
- 1.1.5 Means of communication mentioned above could be a FAX to begin with. Eventually, it has to be upgraded to inter-system communication between the weighbridge and the TMS module of FOIS. FOIS will provide TMS terminal at every weighbridge location. Railway should advise the commissioning of communication system at the weighbridge station, immediately after its commissioning. However, if FOIS terminal is provided at the weighbridge station but interface between weighbridge and TMS is not developed, weighbridge staff should enter the weighment of wagons/rake manually in the TMS module of FOIS provided at weighbridge station.
- 1.1.6 FOIS will develop an interface between the weighbridge and TMS so that the weighment information is directly transmitted from weighbridge to the TMS system.

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- 1.1.7 Loading point will prepare Vehicle Guidance(VG) in duplicate duly indicating the wagon No., CC, Tare, Consignor, Consignee etc. and will hand over to the guard. This will be ensured by Station Supervisor/Goods Supervisor of the concerned loading point.
- 1.1.8 The guards of the train will hand over one copy of Vehicle Guidance(VG) to weighbridge clerk at weighment point. The weighbridge clerk will weigh the wagons duly indicating all the records of CC, Tare etc. The result of the weighment should be communicated to the loading point.
- 1.1.9 Weighment information from the Associate weighbridge location will be furnished to the loading point immediately.
- 1.1.10 **Issue of RR:** RR should be prepared in terms of modified Paras 1451(c) and 1451(d) of IRCM (Vol. II), which are given as under:
- "1451(c): There should be no undue delay in the issue of Railway Receipts to consignors. Railway Receipts should normally be made over to the consignor within 24 hours from loading of the consignment. Concerned DCM/Sr. DCM of the loading points may however permit issuance of Railway Receipt not later than 48 hours from the time of completion of loading of goods to ensure that Railway Receipt is prepared on actual weighment details. If it is not possible to make over Railway Receipt within the above period as per actual weighment details, Railway Receipt should be prepared on the basis of Sender's Weight."*
- "1451(d): However, in case of continuous Bank Holidays, force majeure conditions etc., DRM may allow further extension of time for issue of RR up to the next working day of the bank through a written authority."*
- 1.1.11 In case of weighment points where FOIS terminal is not provided or out of order, feeding of data of weighment of rakes in nearby FOIS terminals, preferably on same division, should be ensured.
- 1.1.12 An endorsement will be made in the RR indicating whether it has been prepared on the basis of sender's weight or actual weighment.
- 1.1.13 Punitive charges for overloading, if any, should be realized at the originating point itself and it should be mentioned in RR that rake has been weighed and all the charges including punitive charges collected. There should be indication in FOIS against this train that it has been weighed. Re-weighment of such wagons/rakes at en-route/destination should normally not be done.
- 1.1.14 Since the information regarding weighment of the rake will be available in FOIS, the divisional control will ensure that all those rakes, which have not been weighed earlier, are positively weighed. Similarly, the rakes, which have been weighed earlier, should be reweighed only under special instructions of an authority not lower than DRM or under the instructions from officers of Vigilance department (SAG and above).

Recd: 25.12.13
Recd: 15.12.21

Recd: 15.12.17

अनुमोदन

- 1.1.15 There may be cases where despite the weighbridge being functional, it is not possible to communicate the actual weighment details due to defective/failed communication network. In such cases, the concerned Railway will continue to issue RR on sender's weight and take necessary remedial measure. All concerned may be advised to ensure that the details of weighment, including those done at en-route weighbridge and re-weighment done under special instructions, shall be entered in TMS module of FOIS. Based on these weighment details, outstanding, if any, shall be recovered.
- 1.1.16 PCCM of Zonal Railway should monitor the cases of issue of RR on sender's weight. DRMs, PCCMs, PCMEs and GMs should monitor defective weighbridges and put them right at the earliest.
- 1.1.17 If there are any loading points from which loaded rakes cannot be weighed at any weighbridge, the concerned Railway will advise Railway Board accordingly and continue to issue RR on sender's weight.
- 1.1.18 Weighment of rakes/wagons at Associate Weighbridge/Alternate Associate Weighbridge shall be treated as weighment at forwarding station for all purpose.
- 1.2 Weighment of traffic which cannot be weighed on the loading Railway's weighbridges due to loading station being close to Zonal inter-change point**
- 1.2.1 Streams of traffic, which cannot be weighed on the loading Railway's in-motion weighbridges even after commissioning of planned/proposed in-motion weighbridges due to loading stations being close to the zonal inter-change point, should be weighed on the adjoining Railway's first in-motion weighbridge after the interchange point.
- 1.2.2 For this, a separate joint circular may be issued signed by the CFTM, CRSE and CTE of both Railways concerned, covering all such streams of traffic. It will be the responsibility of GM of the loading Railway to get this joint circular issued.
- 1.3 Speed restriction from loading point to first available weighbridge**
- 1.3.1 In case a rake is not weighed on a weighbridge after loading due to defective weighbridge or any other reason, it should be weighed at the next available weighbridge.
- 1.3.2 The rake will be moved at normal speed from loading point to first available weighbridge. In case a rake is not weighed on the first available weighbridge after loading due to defective weighbridge or any other reason and it is weighed at next available weighbridge, then speed restriction of 40kmph or less as decided by the Railway concerned is to be followed from first weighbridge point to next available weighbridge where weighment is done.

St. P. D. D. D.

15.12.19

15.12.21

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1.4 Weighment of container trains

- 1.4.1 Weighment of container rake is mandatory. The procedure of weighment given in Para 1.1 above are also applicable for container trains. Zonal Railways are advised that the extant instructions to weigh container trains may be followed scrupulously.
- 1.4.2 Zonal Railways shall notify the weighbridge associated with every loading point for weighment of container trains and lay down the procedure order for realization of Haulage Charge and Punitive Charge for overloading, if any.

1.5 Weighment of traffic loaded at ports

All traffic loaded from any terminals including ports are required to be weighed at weighbridges invariably. Railways should ensure that the instructions to weigh all traffic loaded at ports are being followed scrupulously. If not, the Railway should furnish the reasons for not weighing outward traffic from ports and the action plan for installation of weighbridges and weighment of such traffic.

1.6 Weighment of Molasses, edible oils, Caustic Soda and Coal Tar

- 1.6.1 The weighment of Molasses, edible oils, Caustic Soda and Coal Tar should be done through dip measurement method. For this following guidelines may be followed:
- 1.6.2 The density (specific gravity) of molasses is standardized as **1.5**. SCR to prepare calibration chart for all the wagons being used for loading of molasses and circulate the same to all Zonal Railways.
- 1.6.3 The density (specific gravity) of edible oils is standardized as **0.925**. The calibration chart available for FO/TDO (POL product) is to be used for edible oils also to determine the actual weight of the consignment.
- 1.6.4 The standardized specific gravity of Caustic Soda lye should be taken as **1.53**. SCR to prepare calibration chart for all the wagons being used for loading of Caustic Soda Lye and circulate the same to all Zonal Railways.
- 1.6.5 The standardized specific gravity of Coal Tar should be taken as **1.20**. SER shall prepare calibration chart for all the wagons being used for loading of Coal Tar at 25°c subject to a maximum of PCC for the wagon and circulate the same to all Zonal Railways.
- 1.6.6 Dip measurement should be done only when wagons are in stationary condition.
- 1.6.7 Zonal Railways should obtain an undertaking from the customer at the time of loading that density(specific gravity) of Molasses, edible oil, Caustic Soda and Coal Tar being loaded is not more than what has been prescribed above.

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- 1.6.8 Zonal Railways will periodically check the densities of Molasses, edible oils and Caustic Soda and Coal Tar loaded in tank wagons. Such periodicity should not be more than three months. If the density is found higher than those mentioned above, Board should be apprised immediately.

2.0 DISCREPANCIES FOUND ON WEIGHMENT/RE-WEIGHMENT

- 2.1 Differences between the invoiced weight of a wagon (RR issued on sender's weight basis) and the weight of first weighment may be neglected if the difference does not exceed 1(one) percent of the gross weight and in such cases invoiced weight will continue to be chargeable weight. If the weight of first weighment is more than invoiced weight and difference exceeds the limit as mentioned above, the weight of first weighment at weighbridge will be the chargeable weight and necessary Punitive Charge, if applicable shall be realized as per extant rule. If the weight of first weighment is less than the invoiced weight, the invoiced weight will be the chargeable weight.
- 2.2 Difference between the weight of second weighment of consignment in a wagon at en-route/destination and the weight of first weighment at forwarding/en-route, may be neglected if the difference does not exceed 2(two) percent of the gross weight and in such cases weight of first weighment will continue to be chargeable weight. If the variation between weight of second weighment and weight of first weighment is more than 2(two) percent, the weight of second weighment will be the chargeable weight (*irrespective of the fact that weight of second weighment is less or more than the weight of first weighment*) subject to minimum of Permissible Carrying Capacity of the concerned wagon and necessary Punitive Charge, if applicable, shall be realized as per extant rules.
- 2.3 In case of second weighment, where both invoiced weight and weight of first weighment are available, the chargeable weight determined at the time of first weighment in terms of Para 2.1 above, will be taken into account for the comparison with results of second weighment.
- 2.4 In case of three or more sets of weighment details are available, the chargeable weight determined at the time of last but one weighment in terms of Para 2.1 and/or Para 2.2 above, will be taken into account for the comparison with results of last re-weighment.

3.0 EXEMPTION FROM WEIGHMENT

3.1 Commodities loaded in standard bags of uniform size

- (a) All consignments loaded in standard bags of uniform size is exempted from mandatory weighment at the weighbridges with a proviso that at least 5% of rakes should be subjected to weighment. This implies that wagons loaded with commodities like cement, food grains, fertilizers, sugar etc. (in standard bags of uniform size) are exempted from weighment. The term 'standard bags of uniform size' denotes all bags of standard size bags which are filled uniformly. While booking such consignment, the customer will give a written undertaking in the forwarding note stating that the bags are standard bags

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of uniform size filled with uniform weight of commodity. However, the consignment loaded in non-standard bags or in loose conditions should continue to be subjected to 100% weighment, as per extant guidelines.

- (b) Random surprise checks should be conducted by Vigilance and Commercial Departments for rakes of bagged consignments. Orders for such checks should be given by Vigilance Officer in JAG grade and higher and by Commercial Officers in SAG and higher in addition to DRMs and GMs.
- (c) In case of dispute regarding Punitive Charge for overloading in respect of consignments loaded in standard sized bags, the number of bags in the wagons detected to be overloaded may be counted and the average weight of a bag determined by weighing a few bags on random basis at the destination point in the presence of the representatives of the consignor/consignee and two gazetted Railway Officers (out of which one should be from Commercial/Operating Department and the second should be randomly selected from any other department). Punitive Charge already raised may be revised based on the estimated payload determined in this manner with the approval of Sr. DCM of the Division of the destination point.

3.1.1 Container rake loaded with containers carrying standard bags of uniform size

Dispensation from mandatory (100%) weighment may be permitted in the case of container rake loaded with containers carrying 'standard bags of uniform size'. While booking, the operator will give a written undertaking in the forwarding note that the 'bags in the containers are standard bags of uniform size filled with uniform weight of commodity'. It may be ensured that no commodity in any form other than standard bags of uniform size is loaded in the rake. Random surprise weighment at EIMWBs may be conducted by Vigilance and/or Commercial Departments for container rakes of bagged consignment. Orders for such checks should be given by Vigilance Officer in SAG grade and higher and by Commercial Officers in SAG and higher, in addition to DRMs and GMs.

3.2 HR Coil and other Steel Consignments

HR Coil and other Steel Consignments which have been pre-weighed on certified mill-scales prior to getting loaded in Railway wagons and bear marking of Central Excise and/or Customs Department need not be subject to mandatory 100% weighment at EIMWBs. However, 5% of wagons loaded with such consignments may be weighed by way of sample checks.

However, HR Coil and CR coil consignments weighed on certified Mill-scale even if they do not bear any marking of Central Excise and/or Customs Deptt., need not be subject to mandatory 100% weighment at EIMWBs only when they are loaded as a pure rake of HR coil or CR coil or mixed rake of HR coil and CR coil provided that weight of the consignment is stenciled on each coil and it also bears a label with remarks "*Weighed on the Mill Scales certified by the Weights and Measures Department which is accepted for the SRP (Self Removal Procedure) by Central Excise and/or Customs Deptt.*"

and all the statutory purposes". The label should bear the name of company, manufacturing unit, name of weighing station/point, signature and stamp of the person authorized by the company to certify weighment with date. The customer will also provide the wagon-wise details of weight of the each coil loaded in a wagon to the goods clerk.

Goods clerk shall verify the weighment data submitted at the time of loading with the data submitted to the Central Excise and/or Customs Deptt. every month. Such verification shall be done for atleast 10% of the wagons loaded in a month. In case of any discrepancy in a wagon, then weight of entire rake will be taken into consideration for levying Punitive Charge as per extant guidelines. The punitive charge regimen will be the same that is applicable on a rake found overloaded after weighment at originating point but has not undergone load adjustment at the originating point itself. If overloading is detected, it shall lead to immediate withdrawal of exemption from weighment and rakes shall be subjected to weighment at EIMWB as per norms.

3.3 Containerized Import traffic

Exemption from mandatory(100%) weighment in case of containerized Import traffic is permitted to following container train operators(CTOs) subject to the fulfillment of conditions given below-

Name of CTOs

- Container Corporation of India Ltd.
- Gateway Rail Freight Ltd.
- Distribution Logistics Infrastructure Pvt. Ltd.
- Adani Logistics Ltd.
- International Cargo Terminals & Infrastructure Pvt. Ltd
- Hind Terminals Pvt. Ltd.
- India Infrastructure & Logistics Pvt. Ltd.
- Pristine Mega Logistics Park Pvt. Ltd.

Conditions

- (1) CTOs shall submit electronically, through Electronic Data Interchange (EDI), the train summary as well as the associated Sub Manifest Transshipment Permit (SMTP) in case of Import traffic. SMTPs (in XML format) shall separately be obtained directly by FOIS from Customs through EDI. Mapping of the containers as mentioned in SMTPs with the containers loaded in the relevant rake shall be done by FOIS. In case SMTP details are not captured through EDI and goods clerk feeds them manually, the rake should be weighed by the Railway.
- (2) TMS shall prepare Railway Receipt (RR)/charge only as per weighment details received from Customs through EDI so as to rule out the technical possibility of any modification in weighment details of each container when received in TMS.

(3) FOIS/CRIS shall monitor preparation of RR in case of containerized import traffic of above CTOs and furnish its feedback.

3.4 Petroleum/Metallurgical coke

Dispensation from mandatory(100%) weighment of wagon/rake loaded with Petroleum Coke and/or Metallurgical Coke may be permitted with a proviso that at least 5% of rakes should be subjected to weighment. While permitting this exemption, it may be ensured that no commodity in any form other than these commodities is loaded in the wagon/rake. However, on request of consignor, Zonal Railways may permit weighment of Petroleum Coke and/or Metallurgical Coke by levying Detention Charge @ Demurrage (*for detention of rake for additional time used, if any*) and Shunting Charge (*for usage of Railway loco, if any*) for such weighment. This permission may be given with the personal approval of PCCM and PCOM, with due consideration to operational feasibility, among other factors.

3.5 Chuni and De-oiled Cake (DOC)

Chuni and De-oiled Cake (DOC) when loaded in covered wagons/rake may be exempted from mandatory (100%) weighment. While permitting this exemption, it may be ensured that no commodity in any form other than these commodities is loaded in the wagons/rake. Further, if Zonal Railway feels that any commodity needs exemption from mandatory (100%) weighment, they may conduct loadability trials and furnish their report/recommendation for consideration of Board.

4.0 DESIGNED TARE WEIGHT OF WAGONS, PROCEDURE TO DEAL WITH WAGON(S) FOUND OVERLOADED AFTER WEIGHMENT AND LEVY OF DETENTION CHARGE ETC.

4.1 (a) **Design Tare Weight** – Designed tare weight of the wagons should be taken as the benchmark for reckoning of overloading in any wagon. Details of designed tare weight of different types of wagon are given in the Annexure.

(b) Zonal Railways should prepare detailed operating procedure to ensure that whenever wagons are found to be abnormally overloaded beyond permitted limits at the originating point, load adjustment of such wagons is done at the originating point itself. However, if load adjustment is not feasible at originating point due to operational constraints, railway administration may permit load adjustment at nearby suitable location. The wagons shall be carried at a restricted speed upto such point where excess quantity may be unloaded or alternatively wagons are detached.

4.2 Detailed procedure should be issued by the General Manager of Zonal Railways for dealing with overloaded wagons found on rakes that are weighed en-route. For example, such wagons may be carried at a restricted speed upto a point where excess quantity may be unloaded or alternatively wagon detached. As overloading in wagon(s) affects safety, Zonal Railways are advised to take all necessary remedial measures to obviate instances of overloading.

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4.3 Guidelines regarding levy of Detention Charge etc.

Condition	Weighment on weighbridge at originating point (associate weighbridge located at loading point itself or serving station of the siding)	Weighment on weighbridge at other than originating point (associate weighbridge/alternate associate weighbridge not located at loading point itself or serving station of siding; en-route weighbridge; weighbridge at destination point)
(i) No overloading	If a rake is detained for weighment and eventually no overloading is detected, no Detention Charge should be levied. Punitive Charge is also not leviable.	
(ii) Marginal overloading	If weighment reveals marginal overloading (not requiring detachment of wagon/wagons or load adjustment), Punitive Charge as applicable will be levied and no Detention Charge will accrue.	
(iii) Gross overloading	In cases of gross overloading (where load adjustment/detachment has to be resorted to), the applicable charges are detailed below:	
	Detention Charge – Detention Charge are not waivable and shall be levied as follows:	
	1. Detention Charge @Rs.5000/- for 'each overloaded wagon' plus	1. Detention Charge @Rs.5000/- for overloaded wagon is <u>not</u> leviable.
	2. Charges for the detention of the rake Situation(a)- when load adjustment is carried out at weighment point itself 'Charges for detention of the rake' shall be levied from the time of completion of weighment to the time of completion of load adjustment/detachment. It will be calculated at the prevailing rate of Demurrage Charge on entire group of wagons in the rake. Situation(b)- when load adjustment is carried out at nearby location due to operational constraints at weighment point 'Charges for detention of the rake' shall be levied for actual transit time (from weighment point to load adjustment point) or two hours, whichever is less, plus the duration of load adjustment (i.e. from the time of placement of rake for load adjustment to the time of completion of load adjustment/detachment). Charges for detention of the rake will be calculated at the prevailing rate of Demurrage Charge on entire group of wagons in the rake.	

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Condition	Weighment on weighbridge at originating point	Weighment on weighbridge at other than originating point
Gross overloading	<u>Punitive Charge</u> No punitive charge is leviable if the customer carries out load adjustment at the originating station itself.	<u>Punitive Charge</u> Punitive Charge for overloading should be levied for the entire distance to be travelled by the train hauling the wagon from the originating station to the destination point, irrespective of the point of load adjustment.
	<u>Punitive Charge</u> The wagons that had undergone load adjustment should be randomly re-weighed. The identification of rakes for random weighment should be done by PCCM in consultation with PCOM. If overloading is detected in the wagon(s) that had undergone load-adjustment, Punitive Charge of one lakh rupees per wagon shall be levied.	
	<u>Shunting Charge</u> If railway locomotive is utilized for load adjustment of overloaded wagons, Shunting Charge will be levied as per extant guidelines.	
	<u>Wharfage Charge</u> Wharfage Charge is leviable at off-loading points for the usage of Railway's wharf as per extant guidelines.	
	<u>Charges for unloading</u> If overloaded goods are unloaded by Railways during load adjustment, charges for such unloading should also be recovered.	

4.4 If party request for dispatch of offloaded consignment, such off loaded consignment is to be treated as fresh consignment and freight will be charged for such dispatch.

4.5 **Computation of Engine Haulage Charge and Wagon Detention Charge in case of colliery sidings located far away from the weighment point where overloaded wagon(s) have to be sent back to the collieries for adjustment after weighment:**

- (i) Railway should make maximum efforts for adjustment of overloaded wagon at the weighment point itself or at a subsequent point and Detention Charge may be levied as per extant rules.
- (ii) In case where it is inevitable to send back detached overloaded wagon(s) to the loading/adjustment point for adjustment of load in wagon and the remaining rake is moved to destination then the following methodology will be adopted for calculation of Engine Haulage Charge and Wagon Detention Charge:

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Engine Haulage Charge: If Railway loco is utilized for sending back the overloaded wagon/wagons to the loading/adjustment point for load adjustment, Engine Haulage Charge will be levied for the actual time required in hauling such wagons from weighment point to the loading/adjustment point. In case Railway loco is specifically brought from other station, then Engine Haulage Charge will be levied for the entire time period for bringing the Railway loco from that station to the loading/adjustment point. Engine Haulage Charge will be calculated on the basis of cost per Engine Hour and time period as mentioned above subject to a minimum of one hour.

Wagon Detention Charge: It will be levied on the entire rake from the time of completion of first weighment to the time of release of balance rake for onward journey after detachment of overloaded wagons. In addition, Detention Charge will also be levied on detached overloaded wagons from the time of detachment to the completion of load adjustment/final weighment. The Wagon Detention Charge is not waivable.

4.6 Guidelines in case of container traffic

- (i) In case of container traffic, Punitive Charge for overloading will be levied as per extant rules notified in Gazette Notification from time to time. For this purpose, notified PCC of container wagons as notified from time to time will be taken into account.
- (ii) In case of containers, Haulage Charge is levied per container basis whereas weighment will be per wagon basis carrying one or more containers. Also it will not be possible to weigh each and every container during weighment en-route. Therefore, for the purpose of calculation of punitive charge, the excess weight detected after weighment will be uniformly distributed on all the containers loaded on the wagon.
- (iii) In case, when Punitive Charges are to be levied at the highest Class rate, the highest Class as mentioned in Goods Tariff may be taken into account for calculation. Presently, the highest Class to be reckoned for the purpose of charging punitive charges for overloading is Class 200.
- (iv) In case, when Punitive Charge is leviable at the freight rate applicable to that commodity, freight applicable to that commodity for the purpose of levying Punitive Charges for overloading will be calculated as under:-
 - (a) For containers loaded with commodity other than notified commodity, freight applicable to that commodity will be calculated as - "Freight Rate/tonne = Haulage Rate per TEU for 'above 31T'/31tonne"
 - (b) For containers loaded with notified commodity (for which Haulage Charge is levied on the basis of Container Class Rate), freight rate applicable to that commodity will be the Container Class Rate applicable to that commodity. However, in case of wagon loaded with containers consisting of different notified commodities, Punitive Charge for overloading will be levied on the basis of highest Container Class Rate of the commodity which is loaded on that wagon.

Further, if a wagon is loaded with the container which contains notified commodities and other container contains commodity other than notified, then Punitive Charge for overloading will be levied on the basis of Container Class Rate of the notified commodity.

4.7 Rules regarding Punitive Charge for overloading

(a) List of gazette notification

Railways (Punitive Charges for overloading of wagon) Rules and amendments thereof notified from time to time vide Gazette Notifications are listed below. Link of the same are available on e-Gazette and also on IR website.

- GSR 570(E) dated.17th July, 2012
- GSR 898(E) dated17th December, 2012
- G.S.R.550(E) dated 10th July, 2015
- G.S.R.278(E) dated 26th March, 2018
- G.S.R.1205(E) dated 14th December, 2018

(b) Extant provisions regarding collection

Extant provisions regarding collection of Punitive Charge/railway dues as stipulated in Railways Act 1989 and Indian Railway Commercial Manual are reproduced below:

Railways Act 1989

"73 Punitive charge for overloading a wagon - Where a person loads goods in a wagon beyond its permissible carrying capacity as exhibited under sub-section (2) or sub-section (3), or notified under subsection (4), of section 72, a railway administration may, in addition to the freight and other charges, recover from the consignor, the consignee or the endorsee, as the case may be, charges by way of penalty at such rates, as may be prescribed, before the delivery of the goods...."

IRCM Vol-II

"1820. Recovery of railway dues before delivery of goods- Before delivery of goods, it should be seen that all railway dues and other charges have been paid."

5.0 Integration of weighbridge with FOIS – Procedure to capture weighment details in TMS/FOIS and modification thereof after load adjustment of overloaded wagon

Presently, where weighbridge are not linked with FOIS, wagon-wise weighment details are manually fed by Goods clerk in TMS/FOIS on the basis of weighment sheet generated from weighbridge. After load adjustment, if any, the weighment data is modified based on the load adjustment memo submitted by the customer.

Supriya Sharma

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In the case of integration of weighbridge with FOIS, following procedure shall be followed –

1. The weighment details of wagon(s) recorded by weighbridge shall be captured and digitally transferred in TMS/FOIS without any manual intervention.
2. In case overloading is detected at originating station/weighbridge location and if customer carries out load adjustment at originating station itself as per extant policy, before preparation of RR –
 - i) the Weighment Sheet generated at weighbridge shall continue to be made available to customer for purpose of carrying out load adjustment and preparation of load adjustment memo.
 - ii) A provision shall be made in TMS to enable the TMS user/Goods clerk to modify the 'net weight of wagon after load adjustment' in the TMS/FOIS on basis of 'load adjustment memo'. A separate field provided in TMS/FOIS for entry of modified weight will be distinct from the 'weighment details captured automatically from weighbridge'. RRs shall be prepared on basis of modified weighment details fed by TMS user, if any. Load adjustment memo number, date of weighment and weighbridge location shall also be captured in TMS/FOIS for all such cases of load adjustment.
 - iii) Both the weighment details, one received from weighbridge and that entered post load adjustment by TMS user, shall remain available and visible in TMS/FOIS.
 - iv) Original weighment details received from weighbridge, modified weighment details, 'Load adjustment memo' and concerned RRs shall be tagged to each other in TMS, and shall remain available for checks in form of MIS reports.
 - v) FOIS shall generate MIS report for such RRs with viewing rights to TMS users.
 - vi) Load Adjustment Memo and Weighment Sheet shall be attached with the copy of RR retained at originating station for record.
3. All other terms and condition shall remain unchanged.
4. Checks will be conducted to ensure that integration of weighbridge is working satisfactorily during joint inspection of weighbridge by Sr. Scale/JA grade officer of the division as per extant procedure, and modification therein from time to time.

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ANNEXURE

Designed Tare Weight of wagons

Type of wagon	Tare weight (in tonne)	Type of wagon	Tare weight (in tonne)
COVERED		OPEN	
BCN	27.20	BOBRNHS	25.61
BCNA, BCNAHS	24.60	BOBRNEL	25.61
BCX	28.50	BOBYNHS	25.20
BCXN	27.01	BOXN	22.48
BCNHL	20.80	BOXNS	19.85
BCCW	23.00	BOXNCR	22.48
BCFC	22.00	BOXNHS	22.51
FLAT		BOXNHSM1	22.53
BRN	20.32	BOXNMI	22.53
BRNA	23.54	BOXNHL	20.60
BRNAHS	23.54	BOXNHA	23.17
BFNS	26.71	BOXNLW	20.60
BFNSM22.9	22.00	BOXNLWM1	20.41
BRH	24.38	BOXNR	21.20
BRHC	25.23	BOXNEL	23.10
BRHNEHS	22.60	BOX	26.23
BRHT	25.92	BOXC	25.00
BRS	25.10	BOXR	21.20
BRST	25.10	BOXT	26.23
BFR	20.50	BOY	20.71
HOPPER		BOYN	20.50
BOBR	26.00	BOYEL	20.70
BOBRN	25.61	BOI	22.80
BOBS	26.40	BOST	25.50
BOBSNM1	30.00		
BOBSN	30.00		
BOBX	25.15		
BOB	25.40		
BOBC	18.03		
BOBY	27.04		
BOBYN	25.20		

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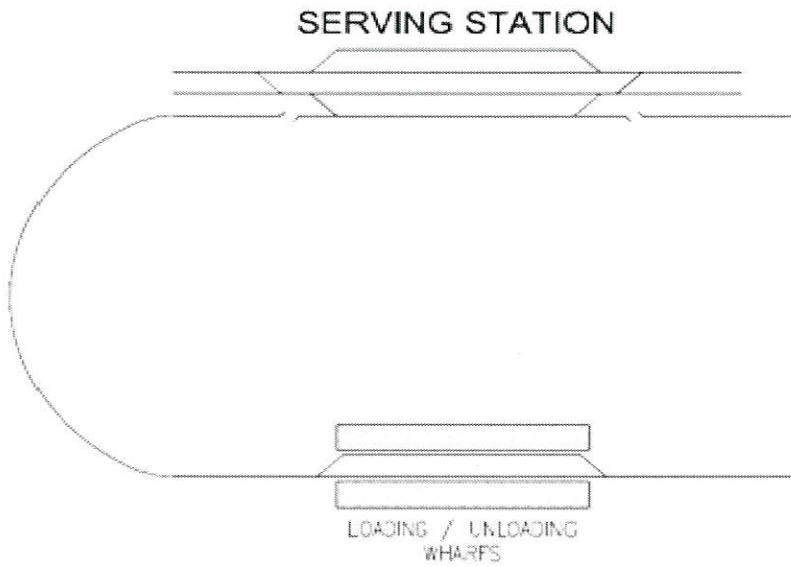
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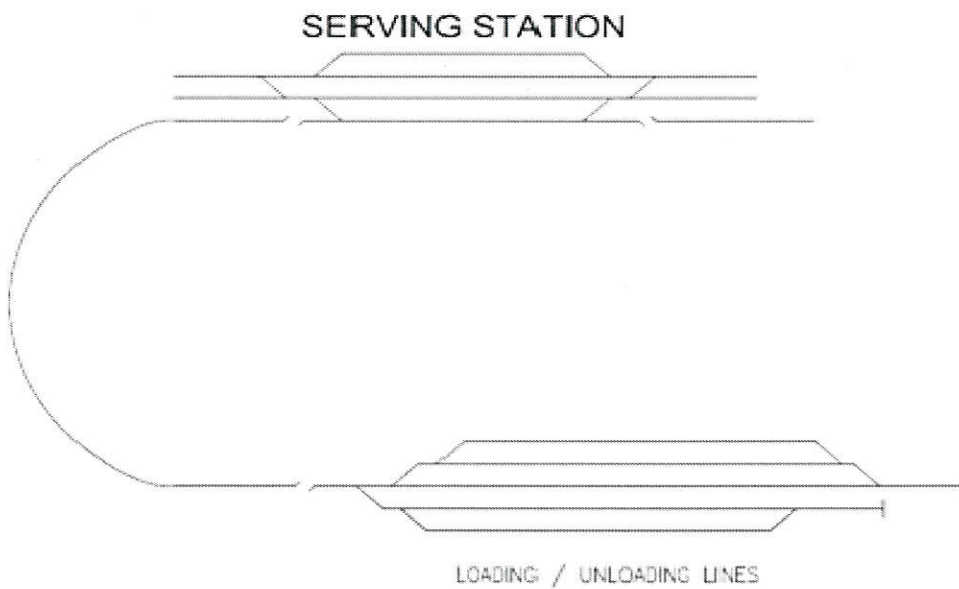
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**Standard layouts for Gati Shakti Cargo Terminals for auto approval
(as per provisions of para 6 of Schedule '1' of the Policy)**

Layout - 1:



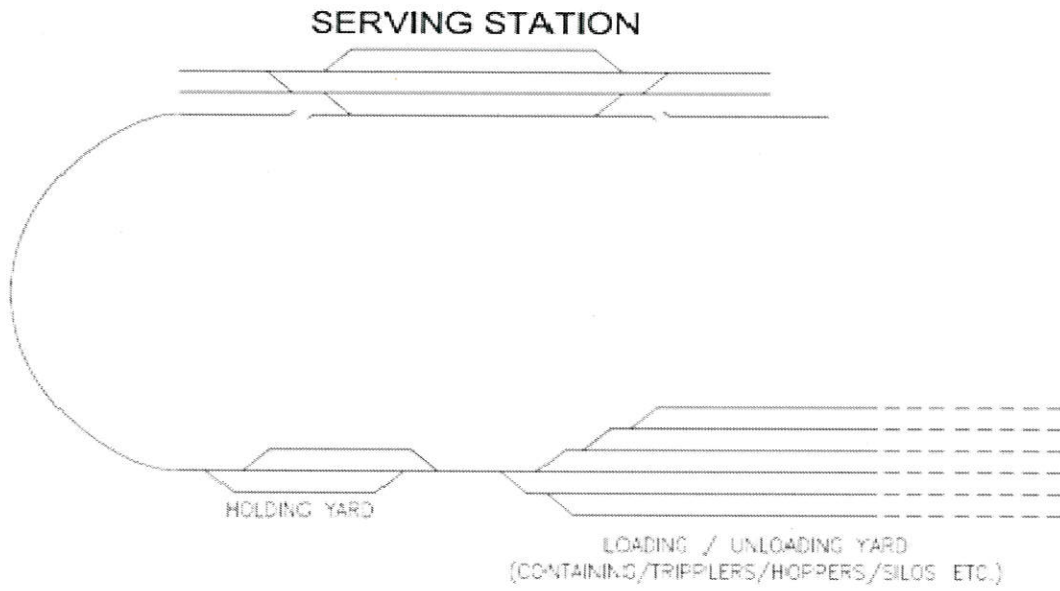
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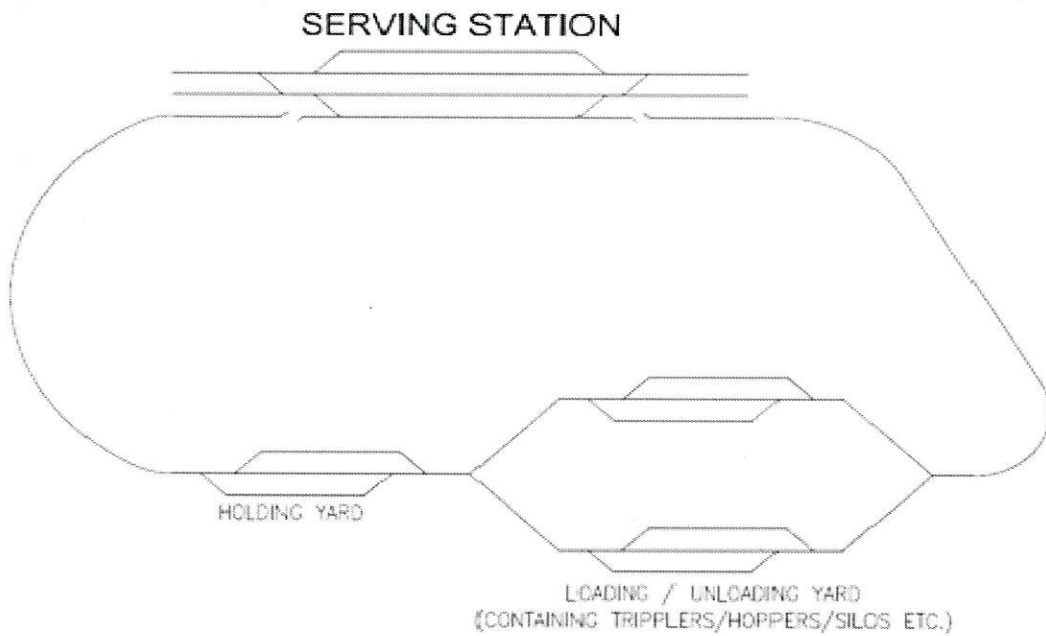
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Layout - 3:



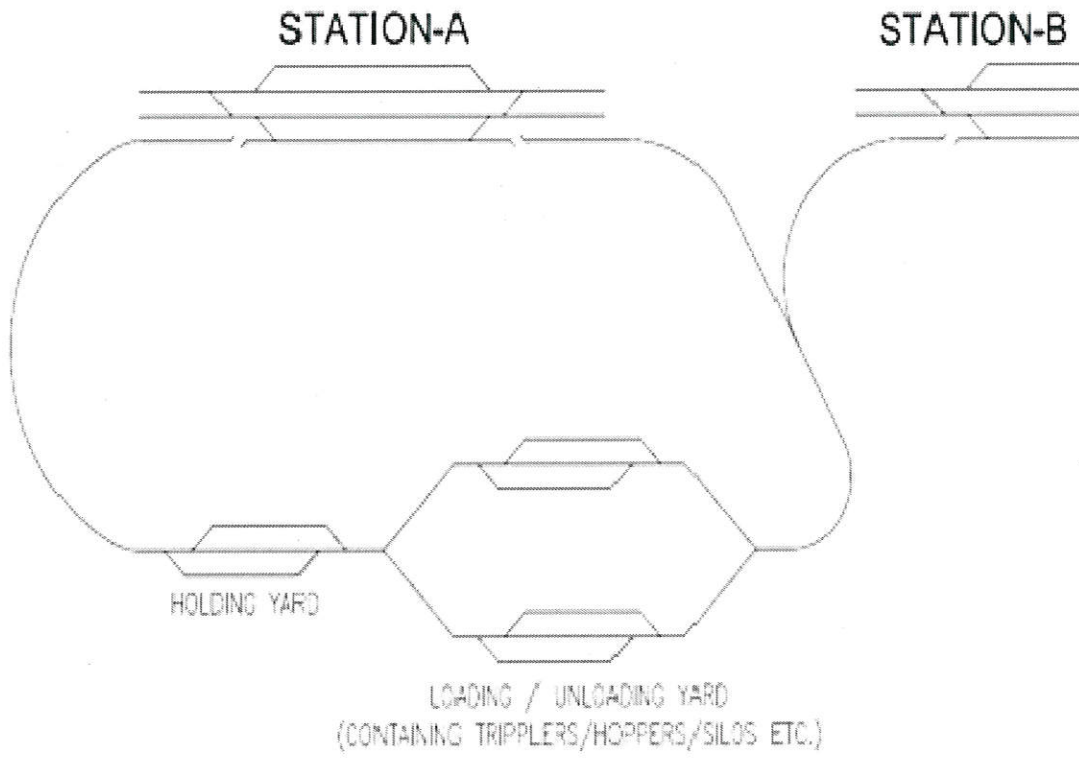
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Layout - 5:



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Track standards for Gati Shakti Cargo Terminals (para 6.3.6 of the Policy)

1. *For Terminals up to 10 km in length (max axle-load 22.9 Tonne):*

Rail – 52 kg, 90 UTS

Sleeper density – 1,540 per km (Normal PSC Sleepers)

Ballast cushion – 300 mm (150 mm clean)

MPS for loaded wagons – 60 kmph

2. *For Terminals more than 10 km in length (max axle-load 22.9 Tonne):*

Rail – 60 kg, 90 UTS

Sleeper density – 1,540 per km (Normal PSC, RDSO T-2496 Sleepers)

Ballast cushion – 300 mm (150 mm clean)

MPS for loaded wagons – 75 kmph

3. *For Terminals handling (or planned to handle) 25 Tonne axle-load:*

Rail – 60 kg, 90 UTS

Sleeper density – 1,540 per km (Normal PSC, RDSO T-2496 Sleepers)

Ballast cushion – 300 mm (150 mm clean)

MPS for loaded wagons (25T axle-load) – 45 kmph

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No.2005/LML/18/8

New Delhi, 8.06.05

The General Managers,
All Indian Railways & Productions Units.

Subject: Policy on licensing of railway land for
commercial plots etc (Master Circular).

Ref:- Board's letter of even number dated 10.02.05

In partial modification of Board's letter referred to above, Para 3
may be read as under:-

3. Rates of licence fee

Licence fee of plots will continue to be fixed as a percentage of
the land value, determined as per the procedure detailed in para-5
below. For period prior to 1.4.1995, the license fee will be governed in
terms of Board's letter No.83/W2/LM/18/87 dated 17.9.1985. For
subsequent periods, the percentage would be as under:-

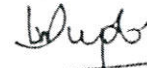
Item No.	Types of Plots	Annual Licence Fee as a Percentage of Land Value(from 1.4.95 to 31.3.04 in terms of Boards letter dated 29.8.95)	Annual Licence Fee as a Percentage of Land Value(from 1.4.04 onwards in terms of Board's letter dated 24.3.04)
(a)	Railway related activities such as City Booking offices, Out Agencies etc.	6%	6%
(b)	Ordinary Commercial Plots – without structures	6%	6%
(c)	Ordinary Commercial Plots – with temporary structures for stacking/storing (i) Covered area (ii) Open area	7 ½% for the whole area	(i) 7 ½% (ii) 6%
(d)	Steel Yards / Coal Dumps. Bulk Oil Installations etc.	10%	7 ½%
(e)	Land used to lay private sidings	6%	6%
(f)	Shops / Retail Depots etc.	20%	10%

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Other terms and conditions remain unchanged.

This issues with the concurrence of finance directorate of Ministry of Railways.



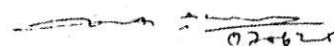
(Desh Ratan Gupta)
Director(Land and Amenities)
Railway Board.

No. 2005/LML/18/8

New Delhi, Dated 8 -06-05.


Copy forwarded for information to (i) FA&CAO, all Indian Railways and Production Units.

(ii) Deputy Comptroller and Auditor General of India (Railways) (with 46 spares).



For Financial Commissioner / Railways

Copy to EDTC®, EDF(C), F(C) and F(X)I
Branches, Railway Board.


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Unique No- 2005/LML

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2005/LML/18/8

New Delhi, dt. 10.01.2005

The General Managers,
All Indian Railways & Productions Units

**Sub: Policy on licensing of railway land for commercial plots
etc.(Master Circular)**

Ref: Board's letter No. 83/WII/LM/18/87dt. 29.8.1995

Policy guidelines for commercial licensing of Railway land last issued vide Board's letter No.83/W2/LM/18/87 dated 29.8.1995 in super-session of the earlier policy directives, have been amended from time to time. With a view to bring all such policy instructions under one umbrella, it has been decided to issue a Master Circular combining all the instructions issued so far on the subject. Henceforth, Railways should quote only the present letter for any further reference.

2.0 General

2.1 Leasing of land is not permitted except in cases where it is specifically approved by the Railway Board. Lands for the purpose of commercial use should be given on licensing basis only. In this connection, Board's letter No. 82/W2/LM/18/116 dt. 22.11.1982 may please be referred to.

2.2 Temporary licensing of railway land to private individuals for the purpose of setting up shops, commercial offices, vending stalls, clinics etc. not connected with the Railway working was stopped in terms of Board's letter No. 80/W2/18/0/A dt. 7.6.1984. This ban will continue. In exceptional cases, where such licensing may have to be done with the prior approval of the Board, licence fee must be fixed by resorting to public auction/open tenders for getting the maximum revenue.

2.3 Licensing of ordinary commercial plots connected with Railway working, as indicated in para-3 below will be done with the personal approval of General Manager in consultation with FA&CAO. The periodical review may, however, be approved by DRM on the recommendation of Committee of Divisional Heads of Engineering, Commercial and Finance Departments.

2.4 Licenses of existing licencees, not connected with the Railway working as mentioned in Para 3 (f) below may, however, be renewed from time to time so

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long as the land is not required by Railway for its own purpose but on new terms and conditions indicated in this letter.

2.5 In each case of licensing, proper agreement must be executed between the Railway Administration and the licensee before the licensee is given possession of the land/plot. This must be strictly followed and for any violation of these instructions, the official handing over land before the execution of agreement, shall be held personally responsible by the Railway Administration.

3. Rates of licence fee

3.1 Licence fee of plots will continue to be fixed as a percentage of the land value, determined as per the procedure detailed in para-5 below. The percentage applicable w.e.f 1.4.04 to various types of plots will be as under:

Item No.	Types of Plots	Annual Licence Fee as a Percentage of Land Value
(a)	Railway related activities such as City Booking offices, Out Agencies etc.	6%
(b)	Ordinary Commercial Plots – without structures	6%
(c)	Ordinary Commercial Plots – with temporary structures for stacking/storing	
	(i) Covered area	(i) 7 ½%
	(ii) Open area	(ii) 6%
(d)	Steel Yards / Coal Dumps. Bulk Oil Installations etc.	7 ½%
(e)	Land used to lay private sidings	6%
(f)	Shops / Retail Depots etc.	10%

4.0 Formation of a Standing Committee

4.1 A Standing Committee of three HODs will be set up at the Headquarters of each Zonal Railway and other Railway Units. The Standing Committee consisting of CE, CCM and FA&CAO shall examine fresh cases connected with railway working as indicated in Para 3 (a) to (e) and submit its recommendations to G.M. for approval.

4.2 The periodical review will, however, be done by DRM on the recommendations of Divisional Heads of Engineering., Commercial and Finance Departments. The Committee will review annually whether the traffic commitments by the licensees of the commercial plots have actually materialised

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or not and in case of any deviation, initiate suitable corrective action including de-licensing and vacation as necessary.

5.0 Fixing of land value

5.1 A market value would however, be required to be taken to serve as a base value for working out rental fee payable. This shall be fixed on the basis of the land value of the surrounding area as on 1.1.1985, as determined from the Revenue Authorities and/or from the following:

- (a): Evaluation of Town Planning Department;
- (b): Actuals as per PWD and CPWD transactions;
- (c): Actual Transactions, as per documents filed in the Office of the Sub-Registrar;
- (d) Value of land as assessed by professional evaluators of the State and Central Governments;

5.2 The land value as worked out shall be increased every year on the 1st of April, starting from 1.4.1986, at the rate of 10% over the previous year's land value to arrive at the land value for the following year based on which the annual licence, fee shall be fixed. From 1.4.2004 onwards, the land value shall be increased at the rate of 7% every year over the previous year's value.

5.3 However, for fresh cases of licensing of plots, for any purpose(s) defined in Para 3.1 (a) to (e) above, the licence fee shall be fixed after obtaining the current value of land. In very rare cases where it is not possible to obtain the current cost (reasons for which should be brought on record), the updated cost based on 1.1.1985 land price should be adopted.

However, for the Metropolitan towns of Mumbai, Kolkata, Delhi, and Chennai if the HODs' Committee feel that the land rates are widely varying within the City, two or more rates can be utilised for that city. Using this method, arrears of collection of license fee on this account should not be allowed to accumulate.

6.0 Minimum licence fee

6.1 The minimum licence fee in respect of plots covered under this letter should be Rs. 1000/- per annum. For the purpose of determining the minimum license fee, the maximum size of a plot shall be taken as 100 sq. metres. For instance, in case licensing of a plot measuring 250 sq. metres is involved, the minimum license fee chargeable shall be relevant to three plots of 100 sq.m metres each and will work out to Rs. 3000 per annum.

7.0 Revision of licence fee

7.1 As the notional land value will increase by 7% over the previous year's land value as mentioned in Para 5.2 above, the licence fee will automatically go up by 7% over the previous year's fee from the first of April every year. Suitable provisions, with the Schedule of payment due, may be incorporated in the Agreement.

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7.2 The termination/renewal date of the Agreement should always be the end of the Financial year so that there is no confusion and a better watch is kept on renewals.

8.0 Powers of licensing and renewal

8.1 Fresh cases of licensing of plots connected with Railway working and mentioned at (a) to (e) of Para 3 above will be approved by GM, on recommendation of the HOD's Committee. As regards plots mentioned at (f) of Para 3, viz. shops, retail oil depots etc., as already stated, the existing ban on fresh licensing for purposes unconnected with Railway working, will continue. Renewal of licences of railway land not connected with Railway working given under para 3 (f) can be done at G.M's level with Finance concurrence.

9.0 Security Deposit and Liquidated Damages

9.1 Instructions contained in para 1025, 1026 and 1027 of the Indian Railways Code for the Engineering Department (1999 Edition) should continue to be strictly followed and any violation of these instructions should be viewed seriously.

10.0 Settlement of pending case:

10.1 The revised instruction would become effective with effect from 1.4.2004. It has also been decided to withdraw the retrospective effect of orders dated 29-8-1995. Thus, the orders of August 1995 would be made applicable for the period 1995-96 onwards and not for the earlier period i.e. from 1-4-1986 to 31-3-1995. Any recovery already effected for the period between 1-4-1986 to 31-3-1995 need not be refunded in cash but should be adjusted against future payments due from the concerned party. Arrears of land licence fee may be recovered in easy instalments.

10.2 In cases pending in Courts of Law, the Law Officer of the Railway should be consulted before arriving at a settlement.

11.0 Having included their provisions in the master circular, the earlier circulars on the subject Nos.

- i 83/W2/LM/18/87 dt. 24.3.04
- ii 83/W2/LM/18/87 dt. 29.8.95
- iii 83/W2/LM/18/87 (Vol. II) dt. 14.3.01
- iv 83/LML/18/87 (Vol. II) dt. 5.11.01
- v 83/W2/LM/18/87 (Vol. II) dt. 28.4.04


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vi 01/LML/18/58 dated 23.9.02, stand withdrawn.

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

Please acknowledge receipt.

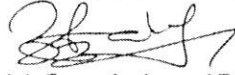

(DESH RATAN GUPTA)
Director (Land & Amenities)
Railway Board.

No. 2005/LML/18/8


New Delhi, Dated 10-02-05.

Copy forwarded for information to (i) FA&CAO, all Indian Railways and Production Units.

(ii) Deputy Comptroller and Auditor General of India (Railways) (with 46 spares).


For Financial Commissioner / Railways

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Branches, Railway Board.


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