No. 49/1

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

No.TC-I/2012/214/Noli

New Delhi, Dt. 14.10.2014

Chief Commercial Manager,
Northern Railway
New Delhi

Sub: Levy of Siding Charge and Shunting Charge at CWC siding at Noli.

A number of Container Train Operators have represented to Railway Board stating that Northern Railway is not levying Shunting Charge correctly at CWC siding/ Noli. The matter has been examined in consultation with Traffic Transportation and Finance Directorates of Ministry of Railways and following guidelines are issued in supersession of Board's letter of even number dt.30.08.2013:

(i) When there is only placement/removal or both from the siding, only Siding Charge shall be leviable on the basis of 'Trip Time' for placement/withdrawal of rake from Noli station to the siding and back. Reversal of Brake-van is not considered as shunting.

(ii) When there is placement/removal as well as shunting inside the siding, then both Siding & Shunting Charges will be leviable. The calculation of shunting time will be as under:

Shunting time= Total time spent by Railway locomotive in the siding i.e. from the time of its departure from Noli station to its arrival back at Noli station *minus* 'Trip Time'.

(iii) If, however, no placement/removal is involved and Railway locomotive is used purely for shunting purpose, then entire period from its departure from Noli station to its return to Noli station will be considered for levy of Shunting Charge.

(iv) In case, when all lines are occupied in the siding but loads are ready for dispatch, then if engine of an incoming load for CWC siding is detached and used for creating space in the siding by pulling outward rake to station, then only Siding Charge shall be levied. Stabling charges where due should also be levied.

(v) There should be no hold up of the engine in the siding unnecessarily. In case engine is detained in the siding and detention is not attributable to the party, no charges should be levied for such detention. SS/Noli and CGS/Noli should keep a detailed breakup of shunting details and time taken for each occasion.

In view of enhanced traffic at CWC siding/Noli, Northern Railway is also advised to carry out fresh Time & Motion study to arrive at 'Trip Time' within next 45 days. Northern Railway should recast the charges raised since August 2013 on the basis of above instructions.

Detention Charge and Stabling Charge will continue to be levied as per the provisions of MCA and Board's instructions issued in this regard from time to time.

This issues with the concurrence of Traffic Transportation and Finance Directorates of the Railway Board.

(Aashima Mehrotra)
Director, Traffic Comml.(Rates)
Railway Board

o/c

may pl. issue

14/10/14

S.No 57

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

No.TC-I/2012/214/Noli New Delhi, Dt. 28.05.2015

Chief Commercial Manager,
Northern Railway
New Delhi

Sub: Levy of Siding Charge and Shunting Charge at CWC siding at Noli.

Ref : 1. Board's letter of even number dated 14.10.2014 — SN 49/1
2. NR's letter No.1-AC/405/R/III dated 03.02.2015
3. NR's letter No.1-AC/405/R/III dated 31.03.2015

Inter alia referring to Board's letter under reference, representations have been received from Container Train Operators mentioning about application of new Trip time from retrospective date by Northern Railway.

It is to state that vide Board's letter under reference, a clarification was issued prescribing methodology for levy of Siding Charge and Shunting Charge in case of CWC siding at Noli and keeping in view the enhanced traffic at CWC siding/Noli, NR was also advised to carry out fresh Time & Motion study to arrive at 'Trip Time' within next 45 days.

From NR's letters under reference at 2 & 3, it is seen that both the above instructions have been implemented w.e.f August 2013. It is to advise that NR has applied the instructions regarding Trip time erroneously from retrospective date which is not the intention of Board's instruction. Therefore, it is advised that NR should recast the charges since August, 2013 based on the methodology prescribed in Board's letter under reference as per the Trip time existing during this period till notification of new trip time based on fresh Time & Motion study. New notified Trip time may be made applicable for calculation of siding & shunting charges prospectively from the date of notification.

This issues with the concurrence of Finance Directorate of Railway Board.

(Aashima Mehrotra)
Director, Traffic Comml.(Rates)
Railway Board

O/C
May please issue.
29/5/15

Ministry of Railways
Railway Board
Issued vide Enclosure
29/05
Signature.....

Copy to: (i) Vice President-Operations, M/s Hind Terminals Pvt. Ltd.(w.r.t their letter No. HTPL/RB/EDTC/02 dated 21.05.2015).
(ii) Consultant-Operations, M/s BOXTRANS Logistics(India) Services Pvt. Ltd.(w.r.t their letter No. BXTS/RB/EDTC/02 dated 12.05.15).