Government of India
Ministry of Railways
Railway Board

No.TC-I/2008/214/1 **New Delhi, dt.6.2.2009**

GM(Comml.)
GM(Optg.)
All Indian Railways

Sub: Shunting Charge
Ref: Board's letters listed below:

	Board's letter number	date
1	No.TC-I/87/214/2	dt.13.3.1987
2	No.TC-I/94/214/18	dt.30.9.1994
3	No.TC-I/95/8/8	dt.25.7.1996
4	No.TC-I/99/214/11	dt.1.11.2000
5	No.TC-I/96/214/7	dt.26.6.1996
6	No.TC-I/2002/214/5	dt.25.4.2008

A number of letters as referred to above have been issued on the issue of Shunting Charge. Time and again clarifications are being sought regarding levy of Shunting Charge in various cases.

2. Accordingly the matter has been examined. It has been decided to issue consolidated and revised instructions regarding Shunting Charge in supercession of all earlier instructions.

3. In view of above, consolidated instructions regarding Shunting Charge are given below:

3.1 Shunting Charge is leviable for the utilization of Railway's locomotive to perform shunting operation at a siding, irrespective of the fact whether the siding is notified for charging freight on through distance basis or otherwise.

3.2 Shunting Charge is not calculated on the basis of trip time (Trip time method is applicable only for the levy of Siding Charge). Shunting charge is levied on the basis of actual shunting time and prevailing 'All India Engine Hour Cost(AIEHC)' for 'Train Engine' or 'Shunting Engine' as the case may be. All India Engine Hour Cost is circulated every year by Railway Board. The prevailing cost is mentioned in Rates Circular No.18 of 2008.

3.3 'Shunting Engine' and 'Train Engine' are defined below:

- Shunting Engine means a railway locomotive specifically brought/send for performing shunting operation.
- Train Engine means a railway locomotive attached with inward/outward rake.

3.4 <u>Method for calculating Shunting Charge in case of Shunting Engine</u>

3.4.1 In case of Shunting Engine, Shunting Charge is calculated for the total time taken by the Shunting Engine from the time of its departure from

the serving station to the time it returns back to the serving station after finishing the shunting work.

3.4.2 Wherever one locomotive is required for shunting purpose, then one Shunting Engine should be used and Shunting Charges should be calculated for one Shunting Engine. If situation warrants for the use of double/multiple Shunting Engines, then double/multiple Shunting Engines will be used and Shunting Charge should be calculated for double/multiple Shunting Engines.

3.5 Method for calculating Shunting Charge in case of Train Engine

3.5.1 In sidings where Train Engine is used for shunting on customers' account, Shunting Charge should be calculated for the total time of availability of the Train Engine at the siding from arrival to departure, even if shunting time is less than the total time during which Train Engine is available within the siding.

3.5.2 If a rake is hauled by double/multiple locos of inward train and Train Engine is to be utilized for shunting purpose, railway should make active use of one Train Engine only and Shunting Charge should be calculated for one Train Engine only. However, if situation warrants use of double/multiple Train Engines then double/multiple Train Engines will be utilized and Shunting Charge should be calculated for double/multiple Train Engines.

3.6 For the purpose of calculation, the shunting time would be rounded off at the end of 10-day period and bills shall be preferred accordingly.

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

5. These instructions will be effective w.e.f. **01.3.2009.**

(N.K.Parsuramka)
Director, Traffic Commercial (Rates)
Railway Board

No.TC-I/2008/214/1 **New Delhi, dt.6.2.2009**

Copy to:

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

For Financial Commissioner/Railways

No.TC-I/2008/214/1 **New Delhi, dt.6.2.2009**

Copy to:

1. Managing Director, CRIS, Chanakyapuri, New Delhi-21.
2. Chief Admn. Officer, FOIS, N. Rly., Camp: CRIS, Chanakyapuri, New Delhi-21.
3. Managing Director, KRCL, Belapur Bhavan, Sector-11, CBD Belapur, Navi Mumbai-400614.
4. Director General, Railway Staff College, Vadodara
5. General Secy., IRCA, New Delhi.
6. Director, IRITM, Campus: Hardoi Bye-pass Road, Vill-Kanausi, P.O.-Manaknagar, Lucknow-226011
7. Secretary, RRT, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
8. Director General (Rail Movement), Milrail (Railway Board Cell), Addl. Dte. Gen. of Movements, General Staff Branch, Army H.Q., Sena Bhavan, New Delhi-1100011.
9. Chief Commissioner of Railway Safety, Lucknow.

(N.K.Parsuramka)
Director, Traffic Comml.(Rates)
Railway Board

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