

EAST COAST RAILWAY

Office of the
Chief Commercial Manager
Bhubaneswar

Commercial Circular No.124(G)/2012

Date.17.12.2012

Sub: Haulage Charge recoverable for movement of containers in privately owned wagons.

Ref: 1) Railway Board's letter No. 2008/TT-III/73/8 dt.01.07.2008 {CCM/ECOR's Commercial Circular No.82(G)/08 dt.15.07.2008}

2) Railway Board's Rates Circular No.32 of 2010 {CCM/ECOR's Commercial Circular No.170(G)/2010 dtd.17.12.2010 (and as amended from time to time)}

Enclosed please find herewith Railway Board's letter No. 2007/TC-I/302/1 Pt.H dt.14.12.2012 (Rates Circular No.38 of 2012) for information and necessary action at your end.

All concerned to note and act accordingly.

Encl: As above of 03 pages.

Authority: Railway Board's letter No.2007/TC-I/302/1 Pt.H dt.14.12.2012 (Rates Circular No.38 of 2012)

 17.12.12
(R.N.Nayak)/ACM(Claims)
For Chief Commercial Manager

No.CCM/431/Container/Pt-I

dt.17.12.2012

All Station Managers/ Goods Supervisors/Commercial Supervisors /Siding Clerks / Booking Clerk in Charges / Weigh Bridge Clerks / Clerk in Charges .

Copy for information and necessary action to the:-

COM: ECoR.CFTM:ECoR,**SDGM**/ECoR/BBS,**Chairman**/RCT/BBS,**Dy.CVO**/ECoR/BBS,
Dy.COM (FOIS)/ECoR/BBS **PO/RCT**/BBS, **Audit officer**/BBS. Rates Section /CCM/ECoR/BBS
-10 sets **DRM:** KUR,WAT,SBP/ECoR, **Sr.DOM-** WAT,SBP,KUR/ECoR , **Sr.DCM:**KUR,WAT/
SBP/ECoR,**Dy.CCO**/ECoR,**FA&CAO/BBS:**E.Co.Rly,**FA&CAO(T)**/ECoR, **Traffic Manager:**
Visakhapatnam PortTrust, **Paradeep Port**/ Paradeep.

 17.12.12
(R.N.Nayak)/ACM(Claims)
For Chief Commercial Manager

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

No.2007/TC-I/302/1Pt.H

NEW DELHI, dt.14th December 2012

**General Managers(Comml.)
All Zonal Railways**

**Sub : Haulage Charge recoverable for movement of containers in privately owned
wagons**

Ref : Board's letter No.2008/TT-III/73/8 dt.01.07.2008

Reference is drawn to Para 4 of Board's letter No.2008/TT-III/73/8 dt.01.07.2008 regarding levy of Haulage Charge for movement of containers under the Hub & Spoke system.

The matter has been reviewed. In partial modification to Para 4 of Board's letter under reference, it has been decided to prescribe the following guidelines for levy of Haulage Charge under the Hub & Spoke system:

General

- i. At the time of first booking, the Container Train Operator(CTO) shall declare the list of containers that are to be transported to destinations through designated Hub(s). Stuffing/de-stuffing of such containers at any time during transit will not be permissible.
- ii. RRs shall be generated for each leg of the movement separately. However, the linkage of RRs so generated for movements under the Hub & Spoke system shall be maintained for all in-transit containers; all adjusted RRs will have reference to the previous RRs and this information shall be displayed on the container-wise Annexure sheets that form part of the RRs even presently.
- iii. In the case of traffic booked under the Hub & Spoke system, diversion and/or rebooking shall not be permissible.
- iv. Hubs can also be the final destination of any container.
- v. Loaded containers that idle at a designated Hub during transit for a period of five days (which shall be a parametric value) or more would be treated as having been delivered short of destination. In case such containers are ultimately dispatched to their original destinations, through distance or telescopic benefit would not be applicable.
- vi. The minimum/standard composition prescribed for different types of stock would continue to be reckoned for the purposes of generating each RR and also for levy of Haulage Charge for a rake.

- vii. Notified commodities moving in a container rake under Hub & Spoke system will be charged as per 'Container Class Rate'. The benefit of levying Haulage Charge as per rates prescribed vide Rates Circular No.32 of 2010 (and as amended from time to time) for 30 or less container in the rake will not be applicable.
- viii. Other charges such as Punitive Charge, Development Surcharge and Terminal Access Charges applicable on a RR shall be not be adjusted in subsequent RRs. These Charges will be calculated for point to point movements on a single RR basis.

Methodology for charging for single stack operation under Hub & Spoke system

A. In case of container transiting via just one transit Hub:

- a. The RR issued at the point of origin (say, S₁) would be for its movement to the designated Hub (say, H₁). However, the stated destination of the container (say, S₂) would be indicated on the RR (and/or the Annexure sheet referred to in para (ii) above).
- b. At H₁, the CTO would be required to surrender the RR that was issued at S₁.
- c. At the time of dispatch from H₁, 'freight already collected at S₁' would be deducted from the 'freight chargeable for transportation of the container from S₁ to S₂ on through distance basis' and 'balance freight' so arrived at would be collected.
- d. The (balance freight) RR issued at H₁ would reflect linkage to the original RR that was issued at S₁.

B. In case of container booked through two transit Hubs:

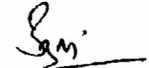
- a. The RR issued at the point of origin (say, S₁) would be for its movement to the designated Hub (say, H₁). However, the stated destination of the container (say, S₂) would be indicated on the RR (and/or the Annexure sheet referred to in para(ii) above).
- b. At H₁, the CTO would be required to surrender the RR that was issued at S₁.
- c. At the time of dispatch from H₁, a second RR would be issued; the 'freight chargeable for transportation of the container' would be the 'freight on through distance basis from S₁ to H₂' *minus* the 'freight already charged and collected at S₁'.
- d. The RR issued at H₁ would reflect linkage to the original RR that was issued at S₁.
- e. At H₂, the CTO would again be required to surrender the RR that was issued at H₁.
- f. At the time of dispatch from H₂, a third RR would be issued; the 'chargeable freight for the transportation of the container from H₂ to S₂' would be the 'freight on through distance basis from S₁ to S₂' *minus* the 'freight on through distance basis from S₁ to H₂'.
- g. The RR issued at H₂ would reflect linkage to both the original RR that was issued at S₁ as well as the other, intermediate RR that was issued at H₁.

Methodology for charging for double stack operation under Hub & Spoke system

- C. In case of containers carried on the lower/bottom deck, charging principles outlined in paras A and B, as the case may be, for single stack operations under Hub & Spoke system would apply.
- D. In case of containers carried on the upper deck, freight for the distance over which the containers are transported on upper deck would be levied @50% of the freight chargeable in line with the principles outlined above in paras A and B, as the case may be, for single stack operations under Hub & Spoke system; for example, in case of the containers loaded on upper deck at H₁ and transported as such to H₂, 50% of the freight as computed under the provisions contained in para B(c) above would apply. The methodology prescribed in paras A and B above, in respect of issue of RRs at S₁ and H₁/ H₂ as well as their surrender at the intermediate hubs would also apply equally in the case of the double stack operations under the Hub & Spoke system.

These instructions will be effective from 1st January 2013.

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



(Atul Kumar)

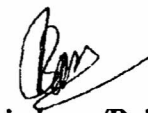
Dy. Director, Traffic Comm.-I
Railway Board

No.2007/TC-I/302/1Pt.H

NEW DELHI, dt.14th December 2012

Copy to:

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



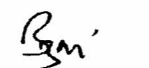
for Financial Commissioner/Railways

No.2007/TC-I/302/1Pt.H

NEW DELHI, dt.14th December 2012

Copy to:

1. Managing Director, CRIS, Chanakyapuri, New Delhi-21.
2. Chief Admn. Officer, FOIS, N. Rly., Camp: CRIS, Chanakyapuri, New Delhi-21.
3. General Secy., IRCA, New Delhi.
4. Secretary, RRT, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
5. Chief Commissioner of Railway Safety, Lucknow.



(Atul Kumar)

Dy. Director, Traffic Comm.-I
Railway Board

Copy for information:

CRB, MT, FC, Railway Board

AM(T), AM(T&C), AM(C), Adv(F), Adv(R), Adv(FM), Adv(Infra), Adv(Safety), ED(PG), EDPM, ED(T&C), EDTT(M), EDTT(S), EDTT(F), EDFC, EDVT, 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.