

EAST COAST RAILWAY

SL. No. 93 (G)/04
Spl. Circular Lr. No: CCM/CONCOR Haulage/87/04

Office of the
Chief Commercial Manager
Rail Vihar, Chandrasekhar Pur
Bhubaneswar
Dt. 02. 09. 2004

To

All Station Managers / Goods Supervisors / Commercial Supervisors / Siding Clerks / Booking clerk in charges / Weigh Bridge Clerks / Clerk in charges / City Booking Agencies/ Out Agencies.

Copy for information and necessary action to the:

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CCO.Dv.CCM(Claims) / E.Co.Rly / S.E.Rly/14 Strand Road, 11th Floor, Kolkata-1.

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FA&CAO/E.Co.Rly . CAO(TA), SAO(TA-1), AAO(C&G)/E.Co.Rly, C.S.Pur.

ACM(REFUND), E. Co. Rly/BBS, DOCK Manager, CPT Railway/Kolkata,

Traffic Manager, CPT Rly/Kolkata, VSKP Port/VSKP, Paradeepport /Paradeep,

HaldiaPort/Haldia, COM/Konkan Rly, CONCOR, IISCO House, 50 Jawaharlal Nehru Road, Kolkata. Executive Director, CRIS, Chanakyapuri, N.Delhi-110021.

Sub: Rationalisation of Haulage charges recoverable from CONCOR in respect of container traffic .

Ref : This office Spl. Circular Lr. No. CCM/CONCOR Haulage/87/04 [SL. No. 90 (G)/ 04] dt. 23.08.04 .

- 1.0 The rates for haulage charges recoverable from CONCOR for container traffic notified by Railway Board letter No. 2002/TT-III/73/8 dated 06.08.2003 , Which were valid upto 31.03.2004 have been extended upto 15.09.2004 . The rationalisation of haulage charges for transportation of container traffic on Indian Railways was under consideration of the Board for some time . The methodology and the system of haulage charges for container traffic has since been rationalised . The rates for rationalised haulage charges for movement of container traffic effective from 16th september , 2004 upto 31st March 2005 and the rationalisation in this regard will be as follows .
- 2.0 It has been decided that the existing 'flat' rate structure of haulage charges for container traffic shall be replaced with a 'telescopic' rate structure . It has also been decided that there shall be a single uniform rate for all types of domestic container traffic other than 'CC' commodities . Empty containers or empty flat wagons shall be charged at 75 % of the rate for loaded containers for EXIM traffic . The rate tables for haulage for loaded containers for EXIM and Domestic traffic as also empty containers / Empty flat wagons are given in the enclosed Rate Tables .

SL NO. 93
2 page
500 sheets

1

Cont.....P/2

3.0 In order to ensure optimal utilisation of the rolling stock and the transport capacity of the Indian Railways it has been decided that the haulage charges for container trains shall be recovered for 90 TEUs in case of BLCA rakes and 70 TEUs for rakes consisting of other types of stock . After calculating the haulage charges for all the loaded containers in a rake depending upon the type of traffic , the difference between 90 or 70 and the actual number of loaded TEUs shall be charged at rates for empty container/empty flat wagons , irrespective of the number of empty container/empty flat wagons . As an illustration , if a BLCA rake has 60 loaded TEUs , the haulage charges for the rake will be recovered as follows :-

(a) The charges for 60 loaded TEUs at the rate prescribed in the rate tables for loaded containers + (b) Haulage charges for $(90-60)=30$ TEUs at the rates prescribed for empty containers/empty flat wagons as given in rate tables, irrespective of the actual number of empty containers/empty flat wagons in the rake .

4.0 CONCOR is operating Hub and Spoke system for transportation of containers in certain regions for which the system of documentation and charging would be as under :-

4.1 Inland W ay Bill (IWB) from the originating point will mention whether the container will go direct to the destination or through a hub , which will be mentioned in the IW Bill .

4.2 The haulage charges for the loaded containers will be charged from the originating point upto the destination points of the loaded containers for the entire distance of actual haulage via the specified 'hub' .

4.3 The haulage charges for the difference between the standard size of 90 /70 TEUs , as applicable , and the total number of loaded containers will be charged from originating point upto the hub at the rates prescribed for empty containers/empty flat wagons as given in the rate tables , irrespective of the actual number of empty containers/empty flat wagons in the rake .

4.4 For the loaded containers (TEUs) transhipped at the "hub" another IW Bill with "zero" freight will be prepared for the destination , duly cross - refering the details of the original IW Bill and the originating point .

5.0 "CC" commodities shall continued to be charged at normal freight as per the Goods classification and Goods Tariff minus 10% when moved in wagons owned by IR and minus 20% when moved in wagons owned by CONCOR . These "CC" commodities are (1) Cement (2) Iron & Steel booked from Steel Plants Sidings (3) Petroleum and other hydrocarbon oilsand (4) Grains and Pulses .

6.0 This issues with the concurrence of Finance Directorate of Ministry of railways .

All concerned to note and act accordingly .

Encl :- Rate table .

Authority :- Railway Board's letter Nu. 2002 / TT - III / 73 / 8 dated 13.08.2004 .

SL NO. 93 (G) / 04

2 page

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W. S. S. S.
For Chief Commercial Manager

2

Compared by
G.P. S. S.
(G. P. S. S.)

RATE TABLES FOR HAULAGE CHARGES FOR CONTAINER TRAFFIC

			Loaded Containers				Empty containers/Flat wagons	
			IR owned wagons		CONCOR owned wagons		IR Owned	CONCOR owned
			EXIM* Traffic	DOMESTIC Traffic	EXIM* Traffic	DOMESTIC Traffic	wagons	wagons
Distance (KMs)			Rs. per TEU per km	Rs. per TEU per km	Rs. per TEU per km	Rs. per TEU per km	Rs. per TEU per km	Rs. per TEU per km
1	-	100	26.84	26.32	10.36	11.21	20.13	7.77
101	-	200	17.64	17.89	8.57	9.57	13.23	6.43
201	-	300	14.57	15.07	7.98	9.03	10.93	5.99
301	-	400	13.04	13.67	7.58	8.76	9.78	5.76
401	-	500	12.12	12.82	7.50	8.59	9.09	5.63
501	-	600	11.61	12.26	7.39	8.48	8.71	5.54
601	-	700	11.07	11.86	7.30	8.41	8.30	5.48
701	-	800	10.74	11.56	7.24	8.35	8.06	5.43
801	-	900	10.48	11.32	7.19	8.50	7.86	5.39
901	-	1000	10.28	11.14	7.15	8.27	7.71	5.36
1001	-	1100	10.11	10.98	7.12	8.24	7.58	5.34
1101	-	1200	9.97	10.86	7.09	8.21	7.48	5.32
1201	-	1300	9.86	10.75	7.07	8.19	7.40	5.30
1301	-	1400	9.75	10.66	7.05	8.17	7.31	5.29
1401	-	1500	9.67	10.57	7.03	8.16	7.25	5.27
1501	-	1600	9.59	10.50	7.01	8.14	7.19	5.26
1601	-	1700	9.52	10.44	7.00	8.13	7.14	5.25
1701	-	1800	9.46	10.39	6.99	8.12	7.10	5.24
1801	-	1900	9.41	10.34	6.98	8.11	7.06	5.24
1901	-	2000	9.36	10.29	6.97	8.10	7.02	5.23
2001	-	2100	9.32	10.25	6.97	8.09	6.99	5.23
2101	-	2200	9.28	10.22	6.95	8.09	6.96	5.21
2201	-	2300	9.24	10.18	6.95	8.08	6.93	5.21
2301	-	2400	9.21	10.15	6.94	8.08	6.91	5.21
2401	-	2500	9.18	10.12	6.93	8.07	6.89	5.20
2501	-	2600	9.15	10.10	6.93	8.06	6.86	5.20
2601	-	2700	9.12	10.07	6.92	8.06	6.84	5.19
2701	-	2800	9.10	10.05	6.92	8.06	6.83	5.19
2801	-	2900	9.07	10.03	6.91	8.05	6.80	5.18
2901	-	3000	9.05	10.01	6.91	8.05	6.79	5.18
3001	-	3100	9.03	9.99	6.91	8.04	6.77	5.18
3101	-	3200	9.01	9.98	6.90	8.04	6.76	5.18
3201	-	3300	9.00	9.96	6.90	8.04	6.75	5.18
3301	-	3400	8.98	9.95	6.90	8.04	6.74	5.18
3401	-	3500	8.97	9.93	6.89	8.03	6.73	5.17

Note: (1) EXIM: Export - Import traffic

(2) Rates in the tables are published upto 3500 kilometers. The rates for distances beyond 3500 kilometers will be calculated by adding to the rate of 3500 kilometer and the amount of variation between the rates in the distance slab of 3301 to 3400 and 3401 to 3500 for every 100 kilometer slab beyond 3500 Kilometers.