

EAST COAST RAILWAY

Office of the
Principal Chief Commercial Manager
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C.S.Pur, Bhubaneswar-17

Commercial Circular No.115(G)/2022

Date:31.03.2022

Sub: Operation of container trains by Private Container Operator (PCO) in Railway owned terminals notified as Container Rail Terminal (CRT).

Ref: (i) Chapter-I of Rates Master Circular/CRT-CCR-Hub & Spoke/2015/0 and its subsequent amendments {circulated vide PCCM/ECOR's Commercial Circular No.48(G)/2015 dated 09.04.2015 and its amendments}.
(ii) Rates Circular No. 11 of 2021 and its Corrigendum No.2 dated 30.12.2021 circulated vide PCCM/ECOR's Commercial Circular No.128(G)/2021 dated 31.03.2021 & 416(G)/2021 dated 31.12.2021}.

A copy of Railway Board's letter No.TC-I/2020/302/1(3314290) dated 31.03.2022 (Corrigendum No.49 to Rates Master Circular/CRT-CCR-Hub & Spoke/2015/0 regarding "Operation of container trains by Private Container Operator (PCO) in Railway owned terminals notified as Container Rail Terminal (CRT)" is enclosed herewith for information and necessary action.

All concerned to note and act accordingly.

Authority: Railway Board's letter No. TC-I/2020/302/1(3314290) dated 31.03.2022 (Corrigendum No.49 to Rates Master Circular/CRT-CCR-Hub & Spoke/2015/0).

Encl: As above (08 pages).



(P.P.Sinha)
Sr. Commercial Manager(FS)

No. CCM/87/Container/Pt.III

Dated 31.03.2022

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:-

COM: ECoR/SER/SECR/NR/NFR/ER/SR/SCR/WR/NER/CR/SWR/NCR/NWR/WCR/ECR/KRly.. **SDGM/E** CoR/BBS, **Chairman/RCT/BBS**, **Dy.CVO/ECOR/BBS**, **Dy.COM(FOIS)/ECOR/BBS**, **PO/RCT/BBS**, **CAO(FOIS)/NDLS**, **Audit officer/BBS**. Rates Section /CCM/ECOR/BBS -10 sets
DRM: KUR,WAT,SBP/ECOR, **Sr.DOM-** KUR,WAT,SBP/ECOR, **CAO(FOIS)**, CRIS/NDLS **Sr.DCM** :KUR,WAT/SBP/ECOR. **Dy.CCM(Claims)/E.Co.Rly**, **FA & CAO:E.Co.Rly**, **FA & CAO(T)/ECOR/BBS**
Traffic Manager: VZP, Paradeep Port Trust / Paraddep.



(P.P.Sinha)
Sr. Commercial Manager(FS)

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

No.TC-I/2020/302/1(3314290)

New Delhi, dt.31.03.2022

General Manager
All Zonal Railways

Sub: Operation of container trains by Private Container Operator(PCO) in Railway owned terminals notified as Container Rail Terminal(CRT)

Ref: (i) Chapter-I of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0 and its subsequent amendments

(ii) Rates Circular No.11 of 2021 and its corrigendum No.2 dated 30.12.2021

Please refer to Board's circulars under reference regarding operation of container trains by Private Container Operator(PCO) in Railway owned terminals notified as Container Rail Terminal(CRT)

1.0 The matter has been reviewed. In supersession of all earlier circulars/instructions, following guidelines are issued for operation of container trains by Private Container Operator (PCO) in Railway owned terminals notified as Container Rail Terminal(CRT).

2.0 General

2.1 Operation and handling of conventional and container trains will be treated equally. However, it must be ensured that railway's business interests are not compromised.

2.2 Depending upon assessment of requirement, Zonal Railways may notify one or more Container Rail Terminals(CRTs) at a railway owned terminal in accordance with procedure laid down under Para 4 of this circular.

2.3 The CRTs will provide Common User Facilities for all PCOs. No PCO will be provided 'exclusive use' of any Rail Facility except under relevant guidelines specifically issued by Railway Board to regulate provision of such facilities for PCOs. All PCOs will have access to any CRT on a non-exclusive basis on a 'first come first served' basis.

2.4 Use of ground at a CRT will be permitted to only one PCO at a time.

2.5 CRTs will provide facilities for handling container trains by all PCOs.

- 2.6 The extant policy and practices regarding imposition of restriction for loading to and from a terminal will also be applicable for container train operation at CRTs.
- 2.7 No CRT will provide container or cargo storage facilities (akin to an ICD or DCT). No staff should be deployed on exclusive basis for any CRT. No permanent container or cargo storage facility will be provided at any CRT.
- 2.8 All CRTs will function round the clock for which necessary facilities should be provided. However, relaxation may be granted from round the clock functioning at any CRT with the personal approval of GM.
- 2.8.1 **Night Incentive-** At Container Rail Terminal (CRT) where round the clock working is implemented, 50% of the time during 22:00 to 06:00 Hours will be reckoned for calculation of free time so as to incentivize CTOs to handle container traffic expeditiously. This incentive will be admissible for calculation of permissible free time for loading and/or stuffing the containers and/or unloading and/or de-stuffing containers on a container train and/or usage of ground at CRTs. This incentive shall not be permitted on excess detention beyond free time falling during 22:00 to 06:00 Hours.
- 2.9 Custody, security and responsibility for the containers and cargo on ground awaiting removal, stuffing, de-stuffing, unloading or loading will be with the PCO.

3.0 Charges

Following charges will be paid by PCOs for handling containers at any CRT.

3.1 Terminal Access Charge

- 3.1.1 Private Container Operators(PCOs) dealing with their container trains at railway owned terminals notified as Container Rail Terminals(CRTs) will be required to pay Terminal Access Charge(TAC) at the rates as notified from time to time by Railway Board. Present rate of Terminal Access Charge is Rs.1,60,000/- per rake per terminal. In case of terminals owned by PCO, TAC is not leviable. As a incentive for handling of container traffic at Group-III CRTs, the rate of TAC will be 50% of the prevailing rate of Terminal Access Charge.

Type of Container Rail Terminal (CRT)	Rate of Terminal Access Charge (TAC) (per rake per terminal)
Group-I CRT	Base rate (which at present is Rs.1,60,000/- per rake per terminal)
Group-II CRT	
Group-III CRT	50% of the base rate

Zonal Railway must ensure timely review of classification of CRTs as per para 3.3.3 of this circular.

3.1.2 Charges mentioned above will be levied on per rake basis, irrespective of the actual rake composition or actual number of containers on a train or actual number of wagons or containers handled at the CRT.

3.1.3 Terminal Access Charge(TAC) will be collected at the time of preparation of RR. The methodology for levy of TAC is given below:

Type of rake handling at CRT	Terminal Access Charge(TAC)
Loaded rake in and empty flats out	1 x Rate of TAC
Empty flats in and loaded rake out	1 x Rate of TAC
Loaded rake in and loaded rake out	1 x Rate of TAC
Chassis handling	1 x Rate of TAC

Note: Here, 'loaded' mean flats loaded with either empty containers or containers loaded with goods.

3.2 Permissible Free time and Detention Charge for use of CRTs

3.2.1 Total Permissible Free time at CRTs for loading and/or stuffing the containers, and/or unloading and/or de-stuffing the containers on a container train will be 9(nine) hours, irrespective of the activity or activities done on the rake and number of operations performed (chassis stuffing and de-stuffing, single operation, double operation etc).

3.2.2 Free time will commence from the time of placement of the first wagon of the container train.

3.2.3 A container train will be considered to be released at the time at which the last wagon of the rake is released i.e. at the time at which the rake has been released in its entirety and is available for removal from the placement line(s).

3.2.4 Detention Charge will be levied for occupation of CRTs beyond the permissible free time up to the time of release of the rake.

3.2.5 Detention Charges will be levied for 45 BLC wagons irrespective of the actual number of wagons or containers in the rake or the number of wagons or containers actually dealt with at the CRT concerned.

3.2.6 Detention charge would be levied at the prevailing rate of Demurrage Charge, which at present is Rs.150/- per wagon per hour or part thereof.

3.2.7 PCCM/PCOM (whoever is designated for dealing with demurrage) of a Zonal Railways may notify a higher Detention Charge (up to six times the normal rate). Higher Detention Charge will be applied for those PCOs who take excessive time to release their rakes or do so repeatedly.

3.3 Ground Usage Charge

3.3.1 Ground Usage Charge will be levied for the use of ground at CRT.

3.3.2 PCOs will be permitted a free time for use of ground at the CRTs.

3.3.3 Permissible Free time for use of ground for dealing with a container train will be same as is permitted under Wharfage rule for goods traffic, irrespective of the activity or activities done on the rake and number of operations performed (chassis stuffing and de-stuffing, single operation, double operation etc.), which at present is as under:

Type of goods shed*	Free time (in hours)
Group-I	12
Group-II	15
Group-III	72

*Type of goods shed will be determined as per the guidelines prescribed under Wharfage rule.

3.3.4 Free time for the purpose of Ground Usage Charge will commence from the expiry of the free time for loading and/or unloading the container traffic. Ground Usage charge will be levied after expiry of the Permitted Free time till the time all containers and cargo are removed from the ground by the PCO and ground becomes available to be allotted to the next PCO.

3.3.5 However, if advance stacking has been availed by the PCO, Ground Usage Time will commence from the time advance stacking has been permitted to the time all cargo and containers are removed and ground made free for use by the next container train. Ground Usage Charge will be levied after making allowance for permissible free times for advance stacking and for ground usage.

3.3.6 Ground Usage Charge will be levied on per train per hour basis irrespective of the number of container or the goods on the ground.

3.3.7 Ground Usage Charge will be levied for full rake of 45 wagons at the prevailing rate of Wharfage charge, as under:

Type of goods shed	Present rate of Wharfage charge (per wagon per hour or part thereof)		Rate of Ground Usage Charge (per rake per hour or part thereof)
Group-I	Rs.150/-	$150 \times 45 = 6750$	Rs.6750/-
Group-II	Rs.120/-	$120 \times 45 = 5400$	Rs.5400/-
Group-III	Rs.75/-	$75 \times 45 = 3375$	Rs.3375/-

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3.3.8 PCCM of a Zonal Railway may apply higher Ground Usage Charge (up to six times the normal rate applicable for the 6th Day). Higher Ground Usage Charges will be applied for those PCOs who repeatedly fail to release the ground at the CRT within two days.

3.4 Ground Usage Charge for advance stacking

3.4.1 PCOs may be permitted advance stacking of cargo and/or containers on the ground of any CRT for 24 hours free of any charge for loading on an incoming train.

3.4.2 Ground Usage Charge at the rates mentioned in Para 3.3.7 will be levied in accordance with Para 3.3.5 if the ground is not cleared at expiry of the free time for advance stacking. However, no ground usage charge will be levied till the placement of the empty container rake for loading even after lapse of the advance stacking period. The empty container rake will be supplied only after expiry of the permitted time for advance stacking or completion of stacking, whichever is earlier.

3.4.3 (a) At Group-III CRTs, if an operator makes a written request seeking advance stacking permission for more than 24 hours for its incoming train; Sr.DCM, in consultation with Sr.DOM, may grant permission for advance stacking of cargo and/or container upto 72 hours free of charge, duly keeping in view the traffic pattern, number of rakes handled, availability of space etc. at the CRT concerned.

(b) Advance stacking shall not lead to hold up of other inward/outward traffic. Also, space provided for stacking for container traffic should not infringe the loading/unloading of railway wagons.

(c) Further, if an operator fails to load its train within the permitted advance stacking period, Ground Usage Charge at normal rate shall be levied for the entire period i.e. from the time of commencement of stacking till the time of removal of all cargo/containers from CRT unless rake placement is delayed on account of operating constraint or force majeure, reasons for the same shall be recorded in writing by Sr. DOM and Sr. DCM.

(d) In case of underutilized Group-III CRTs, advance stacking permission for more than above mentioned 72 hours may be permitted by PCCM, in consultation with PCOM, the Ground Usage Charge for such underutilized Group-III CRT will be decided by PCCM and PCOM in consultation with PFA.

3.5 Waiver of Detention Charge and Ground Usage Charge

Detention Charge and Ground Usage Charge will be treated on par with Demurrage Charge and Wharfage Charge for the purpose of consideration of waiver etc. under justified circumstances as per extant instructions as applicable to waiver of Demurrage/Wharfage charge.

3.6 Development Surcharge

Development Surcharge as applicable on goods traffic will be leviable on container traffic. This surcharge will be leviable on Haulage Charges. At present, Development Surcharge is 5%.

4.0 Procedure for notifying a railway owned terminal as Container Rail Terminal

- 4.1 If there is a demand for creating a CRT at any railway owned location, it will be processed by PCCM in consultation with PCOM to examine whether such demand is considered necessary and justified. If it is found justified, such terminal will be notified as a Container Rail Terminal(CRT) with the personal approval of GM.
- 4.1.1 All Group III goods sheds will be treated as CRTs, unless and otherwise notified to the contrary by the Zonal Railway.
- 4.2 Before notifying any rail facility as a CRT, it must be ensured that the contemplated container handling activity will not in any way hinder or restrict or hamper handling of inward or outward traffic in rail wagons at present and as far as possible, even in the foreseeable future.
- 4.3 Preferably stations and goods sheds not currently open for goods booking or unused yard lines (including unused yard line at goods sheds notified in Groups I and II) with adequate road access should be considered for notification as CRT.
- 4.4 (a) **Container Rail Terminal at Group-I & II goods sheds/stations for Chassis stuffing/de-stuffing operation**

Stations and goods sheds notified in Group-I & II in terms of Wharfage rule may also be considered for notification as CRT. Chassis stuffing/de-stuffing operation may be permitted at all Group-I & II railway terminals, unless and otherwise notified to the contrary by PCOM of Zonal Railways due to operational constraints. Zonal Railways may allow such chassis stuffing/de-stuffing operation of container rakes at such stations and goods sheds only if it does not affect the Railway's operation of loading/unloading of its own stock.

(b) Container Rail Terminal at Group-I & II goods sheds/stations for Lift on-Lift off

Lift On-Lift Off may also be permitted at Group-I & II terminals by PCCM in consultation with PCOM duly taking into account the existing pattern of traffic at such terminal, possible effect on the detention of railway owned wagons and the future possibility of diverting traffic from road to rail.

(c) Zonal Railway in their notification for CRT should clearly indicate whether Lift On-Lift Off operation or Chassis Stuffing/De-stuffing or both is permitted at such

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CRT. While giving permission for CRT, it may be kept in view that required infrastructure is available at such station/goods shed for handling container traffic.

- 4.5 Every CRT will have a capacity of dealing with one container train only at a time. If suitable placement lines and adequate ground area is available for dealing with more than one container train concurrently in a Terminal or Yard, the available lines and ground area should be demarcated for notifying more than one separate and independent CRTs at such railway goods sheds or unused yard lines.
- 4.6 Permission to use any railway owned terminal as CRT can be terminated by the concerned Zonal Railway after giving a notice of two weeks, if circumstance so warrant in the opinion of the concerned GM. Such decisions will be binding on the PCOs.
- 4.7 For the purpose of giving permission to use any station/goods shed as CRT, the classification of station/goods shed will be done by including the number of all types of privately owned trains like container trains, automobile trains under AFTO policy and other specialized trains such as road-railers etc. dealt at such station/goods shed. Permissible free time for Ground Usage, levy of Ground Usage Charge and Terminal Access Charge will also be applicable as per the classification of CRT.
- 5.0 These guidelines will be implemented w.e.f. 01.04.2022.

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


(Anshoo Pandey)

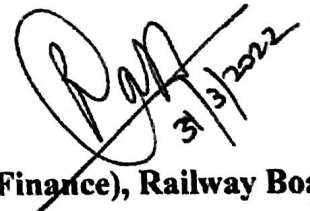
Director, Traffic Commercial (Rates)
Railway Board

No.TC-I/2020/302/1(3314290)

New Delhi, dt.31.03.2022

Copy to:

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


31/3/2022

for Member(Finance), Railway Board

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New Delhi, dt.31.03.2022

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

(Anshoo Pandey)

Director, Traffic Commercial (Rates)
Railway Board

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