

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

No.TC-I/2016/201/1

New Delhi, dt. 19.05.2016

General Manager
All Zonal Railways

Sub: Demurrage, Stabling, Wharfage, Stacking, Waiver and Write off

Ref: Board's Rates Circulars/Letters listed below:

1	Rates Circular No 38 of 2004	24	Rates Circular No 3 of 2008
2	Rates Circular No 39 of 2004	25	No.TC-I/2004/201/9 dt 16.05.2008
3	Rates Circular 40 of 2004	26	No.TC-I/2005/201/2Misc dt 31.07.2008
4	No.TC-I/2004/201/9Pt.B dt 21.06.2005	27	No.TC-I/2005/201/2 dt 22/23.10.2008
5	Rates Circular No 43 of 2005	28	No.TC-I/2005/201/2Pt.B dt 18.11.2008
6	Rates Circular No 74 of 2005	29	No.TC-I/2005/201/2Pt.B dt 26.11.2008
7	No.TC-I/2005/201/2 dt 09.01.2006	30	No.TC-I/94/114/1-Pt.A dt 10.12.2008
8	Rates Circular No 22 of 2006	31	No.TC-I/2001/223/1Pt.C dt 24.03.2009
9	No.TC-I/2005/201/2 dt 23.3.2006	32	Rates Circular No 35 of 2009
10	Rates Circular No 29 of 2006	33	Rates Circular No 40 of 2009
11	Rates Circular No 38 of 2006	34	Rates Circular No 47 of 2009
12	No.TC-I/2005/201/2Pt.D dt 30.10.2006	35	Corrigendum No 3 to Rates Circular No 21 of 2007
13	Rates Circular No 97 of 2006	36	No.TC-I/2004/201/9 dt 22.09.2009
14	Rates Circular No 106 of 2006	37	TC-I/2010/209/ACC dt 27.01.2011
15	Rates Circular No 109 of 2006	38	Rates Circular No 1 of 2012
16	Rates Circular No 21 of 2007	39	Rates Circular No 8 of 2012
17	Rates Circular No 29 of 2007	40	No.TC-I/94/114/1-Pt.A dt 19.03.2012
18	Rates Circular No 32 of 2007	41	Rates Circular No 23 of 2012
19	Rates Circular No 51 of 2007	42	Rates Circular No 5 of 2013
20	Corrigendum to Rates Circular No 21 of 2007	43	Rates Circular No 18 of 2013
21	Rates Circular No 95 of 2007	44	No.TC-I/2014/201/12 dt 07.07.2015
22	No.TC-I/2005/201/2Pt.B dt 19.12.2007	45	Rates Circular No 25 of 2015
23	Corrigendum No.2 to Rates Circular No.21 of 2007	46	No.TC-I/94/114/1Pt.A dt 11.08.2015

The guidelines regarding Demurrage, Stabling, Wharfage, Stacking, Waiver and Write off are prescribed in various Board's letters/Circulars. It has been decided to issue Rates Master Circular on the subject by duly consolidating all relevant provisions at one place.

Accordingly, the relevant provisions figuring in the above mentioned Board's letters/circulars and in force as on date have been drawn out and consolidated guidelines on the subject matter are enclosed herewith.

This issues with the concurrence of Finance Directorate of Ministry of Railways.

Lata Kumari

(Lata Kumari)
Director, Traffic Commercial(Rates)
Railway Board

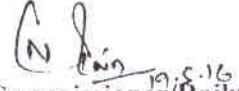
C. Jain
19/5/16

No.TC-I/2016/201/1

New Delhi, dt. 19.05.2016

Copy to:

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


for **Financial Commissioner/Railways**

No.TC-I/2016/201/1

New Delhi, dt. 19.05.2016

Copy to:

1. **Chief Commercial Manager**, All Zonal Railways
2. **Chief Operations Manager**, All Zonal Railways
3. **Managing Director**, CRIS, Chanakyapuri, New Delhi-21.
4. **Chief Admn. Officer**, FOIS, N. Rly., Camp: CRIS, Chanakyapuri, New Delhi-21.
5. **General Secy.**, IRCA, New Delhi.(with the request to issue correction slip)
6. **Secretary, RRT**, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
7. **Director General**, National Academy of Indian Railways, Vadodara
8. **Director, IRITM**, Campus: Hardoi Bye-pass Road, Vill-Kanausi, P.O.-Manaknagar, Lucknow-226011
9. **Chief Commissioner of Railway Safety**, Lucknow.


(Lata Kumari)
Director, Traffic Commercial(Rates)
Railway Board

Copy for information:

CRB, MT, FC, Railway Board

AM(C), AM(T), AM(T&C), AM(IT), Adv(F), Adv.TT/M, Adv(Infra), Adv(Safety),
Adv.(Vig./T), EDTC/R, EDPG, EDFM, EDPM, ED(T&C), EDTT(S), EDTT(F), EDFC,
ED(S&E), ED(Plg), ED(PPP), ED(PP), DFM, DFC, DDTC(R), Railway Board
TC(R), TC(CR), F(C), TT-III, Safety Branches, Railway Board

CHAPTER-II

Sub: Guidelines regarding Wharfage and Stacking*(refer Rates Circular No.21 of 2007)***1.0 WHARFAGE CHARGE**

- 1.1 Wharfage Charge is leviable on goods/consignment not removed from railway premises after the expiry of free time. It is leviable for detention of goods at railway's premise like railway station, platform, goods shed, godown, railway siding or any other type of railway's wharf. However, it is not leviable for detention of goods in railway's wagon or at private siding.

(refer Board's letter No.TC-I/2005/201/2Pt.B dt.26.11.2008)

- 1.2 Wharfage is not leviable on the consignment held by Railway administration on lien in terms of Section 83 of Railways Act 1989.

2.0 CLASSIFICATION OF RAILWAY PREMISES

- 2.1 Railway Premises (Goods Sheds, Stations etc.) will be classified into three groups as prescribed below on the basis of average number of rakes dealt with during the period from 1st January to 30th April.

Group I	More than 12 rakes per month
Group II	7 rakes to 12 rakes per month
Group III	less than 7 rakes per month

- 2.2 Classification should be reviewed every year in the month of May on the basis of 'average number of rakes dealt with per month during 1st January to 30th April' or 'the average number of rakes dealt with per month during 1st May (of previous year) to 30th April' whichever is higher. The same should be notified for the period July to June.

(refer Corrigendum No.3 to Rates Circular No.21 of 2007)

- 2.3 There may be cases where traffic pattern changes and railway administration feels that there is need for midterm revision in the classification of a goods shed/station. For upgrading the category of a Railway premise (i.e. from Group-II to Group-I or from Group-III to Group-II), CCM/COM may take a decision based on the recommendation of Sr.DCM/Sr.DOM of the concerned Division. However, for downgrading the category of a Railway premise (i.e. from Group I to Group II or from Group II to Group III), Zonal Railway will send such proposals to Board.

(refer Corrigendum No.3 to Rates Circular No.21 of 2007)

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3.0 PERMISSIBLE FREE TIME FOR REMOVAL OF GOODS FROM RAILWAY PREMISES

(refer Corrigendum No.3 to Rates Circular No.21 of 2007)

3.1 Free time for removal of goods from railway premises will be as under:

(a) Goods stacked in goods sheds etc. waiting to be loaded in wagons/rake

Group I	12 working hours from the expiry of free time for loading of wagons/rake
Group II	15 working hours from the expiry of free time for loading of wagons/rake
Group III	30 working hours from the expiry of free time for loading of wagons/rake

(b) Goods unloaded from wagons/rake waiting to be removed from goods shed etc.

Group I	12 working hours from the expiry of free time for unloading of wagons/rake
Group II	15 working hours from the expiry of free time for unloading of wagons/rake
Group III	30 working hours from the expiry of free time for unloading of wagons/rake

3.2 Free time for removal of consignment from railway's premise will be reckoned after the expiry of the permitted free time for unloading of the rake, irrespective of the fact whether the unloading of rake is done in single placement or multiple placements.

(refer Board's letter No.TC-I/2005/201/2Pt.B dt.19.12.2007)

3.3 In case free time for removal expires even before the beginning of unloading of the consignment from a rake, Wharfage will be levied for the period from the commencement unloading of consignment on Railway premises till its removal.

(refer Board's letter No.TC-I/2005/201/2Pt.B dt.19.12.2007)

3.4 In case free time for loading/unloading of a rake and free time for removal of consignment had expired, loading/unloading of wagons is going on and the consignment has not been removed within the free time for removal, both Demurrage (for detention of rake beyond free time for loading/unloading) and Wharfage (for detention of consignment on railway premise beyond free time for removal) will be levied.

(refer Board's letter No.TC-I/2005/201/2Pt.B dt.19.12.2007)

3.5 National Holidays, namely 26th January, 15th August and 2nd October will not be reckoned while calculating free time for removal of goods from railway premises and for charging Wharfage except in the case of live stock, perishable goods and goods loaded/unloaded at such stations/goods sheds which are notified as 'Notified Station' for removal of goods without delay.

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- 3.6 Sundays are reckoned (i.e. Sundays are not treated as dies non) for the purpose of levy of Wharfage at all railway premises including goods sheds/stations which are notified as 'Notified Stations' in terms of Section 89 of the Railways Act, 1989.

(refer Board's letter No. TC-I/2001/223/1 Pt. C dt. 24.03.2009)

4.0 RATES OF WHARFAGE CHARGE

(refer Rates Circular No. 5 of 2013)

Wharfage Charge will be levied on per wagon per hour basis uniformly for all types of wagons, whether 4 wheeler or 8 wheeler or any other type.

Group I	Rs. 150/- per wagon per hour or part thereof
Group II	Rs. 120/- per wagon per hour or part thereof
Group III	Rs. 75/- per wagon per hour or part thereof

5.0 WHARFAGE RULES IN CASE OF LIVESTOCK BOOKED UNDER GOODS TARIFF

- 5.1 Free time for removal of livestock (booked under Goods Tariff) from Railway premises will be as under:

(a) **Livestock waiting to be loaded in wagons/rake**

3 hours from the expiry of free time for loading of wagons/rake

(b) **Livestock unloaded from wagons/rake waiting to be removed from goods shed etc.**

3 hours from the expiry of free time for unloading of wagons/rake

- 5.2 Rate of Wharfage Charge in the case of livestock (booked under goods tariff) will be Re. 5/- per head per hour or part thereof. However, rail customers should remove their livestock from railway premises within 12 hours of their unloading at destination station/goods shed. In case rail customer fails to do so Railway administration may dispose them off in the manner provided in Clause(a) of Sub-section (2) of Section 83 of Railways Act 1989.

6.0 Levy of Higher Wharfage Charges

- 6.1 In cases of excessive congestion or regularity of excessive congestion at any terminal, CCM/DRM can notify Higher Wharfage Charges up to six times the prevailing rates applicable for first 24 hours. Higher Wharfage Charge should be implemented only after giving a due notice of 48 hours and wide publicity and should be applicable only for the notified period.

- 6.2 The rates can be increased by say, 2 times or 3 times or so on, and not necessarily six times at one go in all cases. In fact, Railway may decide to levy variable rates like 2 times for first three hours detention, 3 times for next twelve hours detentions and so on and so forth. Railway must judiciously evaluate the situation and the rates should be increased on merit to the extent considered justified. Levy of six times rate should be resorted only when the situation becomes very alarming.

(refer Board's letter No. TC-I/2005/201/2 Dt. 22/23.10.2008)

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7.0 Guidelines for advance stacking at Railway premises

- 7.1 Advance stacking of goods at railway premises may be permitted by Zonal Railways without levy of any charge for this purpose.
- 7.2 DRMs will notify detailed instructions for advance stacking of goods at stations on their divisions in accordance with the guidelines prescribed herein. Such instructions should *inter alia* include names of stations/goods sheds where advance stacking will be permitted, number of days for which stacking can be permitted, type of commodities which can be stacked/restricted etc.
- 7.3 Permission for advance stacking will be granted to such rail users only, who have indented for the wagons.
- 7.4 Rail users desirous of availing the facility of advance stacking, will apply for advance stacking duly furnishing the details of indent and an undertaking that the stacking will be done at their own risk and responsibility. No claims for loss, damage, pilferage etc. arising out of stacking will be admissible.
- 7.5 Advance stacking will be permitted up to such maximum period as specified in the detailed instructions issued by the Division in terms of Para 7.2 above. Divisions may specify different stacking periods for different stations depending upon the number of rakes handled, but in no case the stacking period will exceed five days.
- 7.6 Sr. DCMs. in consultation with Sr. DOMs, will be authorized to grant permission for advance stacking up to a maximum period of five days. Permission for advance stacking may be granted keeping in view the traffic pattern, number of rakes handled, availability of space etc. at the station/goods shed concerned. Advance stacking should not lead to hold up of other inward and outward traffic.

However, in exceptional cases where additional traffic and additional earning will accrue, permission may be granted for advance stacking for more than 5 days on case to case basis. Permission for advance stacking for period upto 10 days must be granted with the approval of DRM on recommendation of Sr.DCM & Sr.DOM, and for the period beyond 10 days with the approval of GM on recommendation of CCM & COM.

(refer Corrigendum to Rates Circular No.21 of 2007)

- 7.7 Wagons will be supplied against the registered indent only after expiry of the permitted time for advance stacking or completion of stacking, whichever is earlier. After supply of wagons and expiry of free time for loading, Wharfage charge will be levied on goods/consignment which has not been removed from railway premises after the expiry of permitted free time.

(refer Board's letter No.TC-I/2005/201/2Pt.B dt.18.11.2008)

- 7.8 Once advance stacking permission has been granted, cancellation of indents will not be permissible upto fifteen days from the 1st day of advance stacking. In case Rail User

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RATES MASTER CIRCULAR DEMURRAGE-WHARFAGE-WAIVER 2016-0

cancels the indent within the aforesaid period, Stacking Charge will be levied for the whole period of stacking.

- 7.9 However, if a Rail User cancels his indent after fifteen days from the 1st day of advance stacking and the wagons have not been supplied till such time, no stacking charge will be levied. In such a case, consignment should be removed within 24 hours of the cancellation of indent, else it will attract levy of Wharfage charge for period beyond 24 hours of the cancellation of indent.
- 7.10 Records of particulars (e.g. date, time etc.) should be maintained in all cases where advance stacking has been permitted.
- 7.11 No Stacking Charge will be levied till the supply of wagons, even if supply of wagons is not done immediately after completion of stacking or lapse of advance stacking period.
- 7.12 Stacking Charge will be levied at the prevailing rates of Wharfage Charge.
(Note: Illustration to Wharfage and Stacking rules is given at Annexure-C)

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CHAPTER-III

Sub: Guidelines regarding Waiver and Write off*(refer Rates Circular No.39 of 2004)***1.0 Power of officers to waive Demurrage or Wharfage charge**

	Designation of officer	Maximum amount of Demurrage per wagons which can be considered by an officer	Maximum amount of Wharfage per consignment which can be considered by an officer
1	GM	Full powers	Full powers
2	CCM (Co-ordinating HOD in Commercial Department)	Rs.1,00,000/-	Rs.1,00,000/-
3	DRM	Rs.25,000/-	Rs.25,000/-
4	CTM/Sr. DCM/ DCM working as Branch Officer	Rs.6,000/-	Rs.6,000/-
5	DCM/DTM/Area Officer in senior scale	Rs.600/-	Rs.1,200/-
6	ACM/ATM/Area Officer in junior scale	Rs.300/-	Rs.300/-

- 1.1 The powers of waiver of Wharfage indicated in the table above will be on consignment basis except in the case of trainload consignment where it will be applicable on per wagon basis. In the case of trainload consignment, the application for waiver of Wharfage for a particular rake will be considered by the authority who is competent to deal with the highest amount of Wharfage accrued per wagon of that rake.

(refer Rates Circular No.47 of 2009)

- 1.2 Where Demurrage cases are being handled by Officers of Operating Department, CCM/Sr.DCM etc. will mean COM/Sr.DOM etc.

- 1.3 The cases for waiver should not be dealt by an officer below the level of an officer competent to deal with the case as per the schedule of powers given in the above table. Say, CCM will not deal with such case where GM is the competent authority. Since waiver of Demurrage/Wharfage is discretionary power, CCM cannot recommend percentage of waiver, instead, he will only put up facts of the case and give his remarks on the customer's application/appeal.

(refer Board's letter No.TC-1/2004/201/9 dt.22.09.2009)

- 1.4 Prior Finance concurrence will be required for waiver of Demurrage/Wharfage charges above Rs.25,000/- per wagon/per consignment respectively. Cases submitted to General Manager should be routed through the Co-ordinating HOD of the Commercial Department and FA&CAO of the Zonal Railways, irrespective of the amount involved.

(refer Board's letter No.TC-1/2004/201/9 dt.22.09.2009)

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2.0 Waiver

- 2.1 Due care should be taken in preparation of the Demurrage/Wharfage bills at the first instance to obviate recasting of bills subsequently on representation by the customer or otherwise.
- 2.2 In case the consignor/consignee feels that Demurrage/Wharfage was due to reasons beyond his control he could apply for waiver giving all relevant details with documentary evidence wherever necessary.
- 2.3 First application for waiver of Demurrage or Wharfage should be submitted to the Station Manager/Goods Supervisor within 10(ten) days from the date upto which these charges had accrued.
- 2.4 In case of Wharfage, the consignor/consignee should first remove the consignment from the railway premises, deposit the amount of Wharfage charges and submit the original proof of such payment along with his application while preferring for waiver at the first instance itself. However, in case of regular rail users, instead of prepayment of Wharfage, FDR of appropriate value may be collected either on a case to case basis or in lumpsum (to be decided by DRMs in consultation with Sr.DFMs) depending on the value of Wharfage that accrues on the consignment of such users. In exceptional circumstances involving *force majeure* conditions, GMs may condone the provision for prepayment/collection of FDR. This power of GM will not be further delegated.
(refer Rates Circular No.51 of 2007)
- 2.5 The concerned Station Manager/Chief Goods Supervisor will forward the application of waiver of Demurrage or Wharfage to the Divisional Officer together with the factual position and remarks within 3(three) days of the receipt of the application.
- 2.6 In case of large sidings, like those of power houses, steel plants etc., the time limit for preferring the first application for waiver of Demurrage Charge will be the next month implying that application for waiver of Demurrage Charges accrued in one month should be submitted latest within the next month.
- 2.7 The delay beyond 10 days/next month period as mentioned above can be condoned only with the personal approval of the Divisional Railway Manager/Chief Commercial Manager (coordinating HOD) depending upon whether the powers to deal with the case lies at Divisional or Zonal level and after having ascertained that the reasons for the delay given in the application are satisfactory. Application for condonation of delay in preferring an appeal for waiver of Demurrage, however, shall be entertained only after the Demurrage Charges have been paid in full and the application is supported with proof of such payment. An application for condonation of delay once regretted either by DRM or by CCM(coordinating HOD) will not be reconsidered at any level.
(refer Board's letter No.TC-1/2004/201/9 dt.16.05.2008)
- 2.8 The circumstances, which lead to accrual of Demurrage/Wharfage charges, can be broadly grouped in three categories as under:
- (i) Reasons within the control of the consignor/consignee.

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- (ii) Reasons beyond the control of consignor/consignee like labour strike, transportation strike, general bandhs, agitations, riots, curfew, fire, explosion, heavy rains or other abnormal/unforeseen circumstances.
- (iii) Act of God, act of War and act of public enemies.

- 2.9 In case of Category (i), waiver should normally be not done. However, if at all waiver is to be granted on justified and meritorious facts, speaking orders should be recorded in all such cases. As regards case pertaining to Category (ii) or Category (iii), waiver can be considered on merits of individual case.
- 2.10 The powers for waiver as mentioned above should be exercised judiciously keeping in view the merits of each case as per instructions contained in this letter. The waiver should not be granted in a routine manner.
- 2.11 Whenever the waiver exceeds 50% of the powers conferred on an officer, reasons for such waiver should be recorded in writing.
- 2.12 In the case of large sidings, like those of power-houses, where demurrage is not waived on wagon to wagon or daily basis, speaking orders need not be recorded for each consignment/wagon. It would be sufficient if broad reasons are given in support of such periodical waiver after analyzing the broad causes of such detentions.
- 2.13 The causes for accrual of frequent demurrage/wharfage charges from a particular Goods Shed or a siding or a consignor/consignee should be analyzed periodically. Remedial steps including provision of infrastructural facilities should be taken to reduce the detention to rolling stock and prompt removal of goods from the Railway premises.

3.0 Appeal against orders of waiver

- 3.1 A consignor/consignee can prefer an appeal to a higher authority in case he is not satisfied with the decision of the lower authority. The Station Manager/Chief Goods Superintendent should forward the appeal to the Divisional authorities within 3 (three) days of the receipt of the appeal.
- 3.2 However, before preferring an appeal for waiver of demurrage charges, he is required to deposit the amount of demurrage charges not waived. The original proof of such should be submitted alongwith the appeal.
- 3.3 An appeal against the order of lower authority should be preferred within 30(thirty) days of the date when the decision of the lower authority is communicated.
- 3.4 A maximum of only two appeals can be made against the decision of the lower authorities.
- 3.5 In all cases where a change is made by the appellate authority against the decision taken earlier, speaking orders should be recorded by the appellate authority.
- 4.0 The waiver of demurrage/wharfage charge should be dealt as per the instructions contained

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in this letter.

5.0 Refund

- 5.1 No direct refund of Demurrage/Wharfage charge should be made unless proper procedure for waiver as laid in this letter has been followed. While granting refund of Wharfage or Demurrage Charges due cognizance should be taken of the quantum of waiver already allowed in each case.

(refer Board's letter No.TC-I/2004/201/9Pt.B dt.21.06.2005)

- 5.2 For any refund of Wharfage or Demurrage prior account verification as distinct from Finance concurrence is required to be done to establish that the amount to be refunded has actually been received by the Railway. Such refunds would be subject to post check by the Finance. No prior Finance concurrence would be required in these cases.

(refer Rates Circular No.3 of 2008)

- 5.3 Refund of waived amount of Demurrage/Wharfage Charge should be made expeditiously through Pay Order/Cheque by Commercial Department of the Division.

(refer Board's letter No.TC-I/2010/209/ACC dt.27.01.2011)

- 6.0 If it is felt that the rules for accrual/waiver of Demurrage/Wharfage Charge need review, the same should be recommended by the GM to this office with the observations of the Associate Finance.

7.0 Waiver of Stacking Charge

(refer Rates Circular No.21 of 2007)

Extant rules for waiver of Wharfage charge will continue to apply in the case of waiver of stacking charge also.

8.0 Waiver of Stabling Charge

(refer Rates Circular No.38 of 2004)

Stabling Charge leviable on privately owned wagons or wagons procured under Own Your Wagon Scheme (Category 'C') should not be waived except to the extent of Force Majeure Conditions - viz. Act of God, Act of war or Act of public enemies.

9.0 Write off of Demurrage/Wharfage

(refer Rates Circular No.38 of 2006)

The extant power of waiver of Demurrage/Wharfage charge is also applicable in case of write off of Demurrage/Wharfage charges. However, the write off should be done in exceptional cases and in extremely extenuating circumstances where chances of recovery are remote due to the fact that the defaulting party is not traceable, or has wound up his business, or has become insolvent, etc.

10.0 Write off of Stacking Charge

(refer Rates Circular No.35 of 2009)

The guidelines regarding write off of Wharfage Charge is also applicable for write off of Stacking Charge also.

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

No.TC-I/2021/201/Advance Stacking (3356743)

New Delhi, dt.05.04.2022

General Manager
All Zonal Railways

Sub: Guidelines regarding Advance Stacking

Ref: (i) Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0 and its amendments
(ii) Chapter-II of Goods Tariff Part-I (Vol-I)

One of the Zonal Railways has requested to modify the guidelines regarding cancellation of indents by freight customers, after the permission has been granted for advance stacking.

The matter has been reviewed and it has been decided to modify Paras No.7.8 and 7.9 of Chapter-II of Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0 and Chapter-II of Goods Tariff Part-I (vol-I), as given below:

Extant Guidelines	Modified Guidelines
7.8: Once advance stacking permission has been granted, cancellation of indents will not be permissible upto fifteen days from the 1 st day of advance stacking. In case Rail User cancels the indent within the aforesaid period, Stacking Charge will be levied for the whole period of stacking.	7.8: Once advance stacking permission has been granted, cancellation of indents will not be permissible upto fifteen days from the time of advance stacking permission granted by the Railway Authority. In case Rail User cancels the indent within the aforesaid period, Wagon Registration Fee will be forfeited and Stacking Charge will be levied from the time of advance stacking permission till the withdrawal of indent. It is to clarify that Stacking Charge is leviable for the number of wagons as per the indent, irrespective of the fact whether physical stacking has been taken place or not.

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7.9: However, if a Rail user cancels his indent after fifteen days from the 1 st day of advance stacking and the wagons have not been supplied till such time, no stacking charge will be levied. In such a case, consignment should be removed within 24 hours of the cancellation of indent, else it will attract levy of Wharfage charge for period beyond 24 hours of the cancellation of indent.	7.9: However, if a Rail user cancels his indent after fifteen days from the time of advance stacking permission granted by the Railway Authority and the wagons have not been supplied till such time, no stacking charge will be levied. In such a case, consignment should be removed within 24 hours of the cancellation of indent, else it will attract levy of Wharfage charge for period beyond 24 hours of the cancellation of indent.
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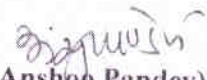
Para 15 (c) of Chapter-II of Goods Tariff Part-I (Vol-I) -

EXISTING PROVISION	REVISED PROVISION
15 Forfeiture of Wagon Registration Fee- Sub para (c); when a wagon indent is cancelled by the indenter within 10 days from the date of registration, irrespective of the commodity.	15 Forfeiture of Wagon Registration Fee- Sub para (c); when a wagon indent is cancelled by the indenter within 10 days from the date of registration, irrespective of the commodity. Further, in case advance stacking permission has been granted, cancellation of indents will not be permissible upto fifteen days from the time of advance stacking permission granted by the Railway Authority. In case Rail User cancels the indent within the aforesaid period, Wagon Registration Fee will be forfeited.

CRIS/FOIS will make provision for giving message about advance stacking permission to the customer through the system.

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

(This disposes off ER's letter No.C.144/0/Vol-XX/R-I/Notification-III dt.03.02.2022)


 (Anshoo Pandey)
 Director, Traffic Commercial(Rates)
 Railway Board

