

HP

EAST COAST RAILWAY

Office of the
Principal Chief Commercial Manager
1st Floor, Rail Sadan
C.S.Pur, Bhubaneswar-17

Commercial Circular No.15(G)/2020

Date:17.01.2020

Sub: Reckoning of excess detention in case of private / assisted sidings where placement / release of rake from interchange point is done through siding owner's loco.

Ref: Rates Master Circular / Demurrage-Wharfage-Waiver/2016/0 dated 19.05.2016 circulated vide CCM/ECOR's Commercial Circular No.65(G)/2016 dated 20.05.2016.

A copy of Railway Board's letter No.TC-I/2018/201/6 dated 16.01.2020 (Corrigendum No.09 to Rates Master Circular / Demurrage-Wharfage-Waiver/2016/0 regarding "Reckoning of excess detention in case of private / assisted sidings where placement / release of rake from interchange point is done through siding owner's loco" is enclosed herewith for information and necessary action.

All concerned to note and act accordingly.

Authority: Railway Board's letter No. TC-I/2018/201/6 dated 16.01.2020 (Corrigendum No.09 to Rates Master Circular / Demurrage-Wharfage-Waiver/2016/0

Encl: As above (one page).

H.L. Luwang
17/01/2020
(H.L. Luwang)

Dy. Chief Commercial Manager(FS)

No. CCM/95/DC/Pt.VI

Date:17.01.2020

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:-

PCOM: ECoR/SER/SECR/NR/NFR/ER/SR/SCR/WR/NER/CR/SWR/NCR/NWR/WCR/ECR/KRIY.
SDGM: ECoR/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 / Paradeep.

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H.L. Luwang
17/01/2020
(H.L. Luwang)

Dy. Chief Commercial Manager(FS)

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

No.TC-I/2018/201/6

New Delhi, dt. 16.01.2020

General Manager
All Zonal Railways

Sub: Reckoning of excess detention in case of private/assisted sidings where placement/release of rake from interchange point is done through siding owner's loco

Ref: Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0 dt.19.05.2016

Reference has been received seeking clarification regarding reckoning of excess detention at private/assisted siding where placement/release of rake is done through siding owner's loco in case where Demurrage rates are different for unloaded and backloaded commodities.

The matter has been reviewed. Competent Authority have now decided to modify the para 2.2.4 of Chapter-I of Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0 dt.19.05.2016, as under:

2.2.4 In private/assisted sidings where placement/release of a rake from/to the interchange point is done through siding owner's loco, the reckoning of excess detention when a loaded rake, after unloading, is allotted for back-loading shall be governed by the following guidelines:

- The 'excess' detention (for the purpose of levying Demurrage Charge) would be reckoned after the expiry of total of the free time permitted separately for two activities, i.e. first unloading and then loading; total time taken for unloading and loading shall commence from the time of placement of the rake for unloading and conclude at the time the loaded rake is handed back to the railway at the designated point. However, if commodity unloaded from a rake and commodity backloaded in the same rake are having different Demurrage rates, then excess detention for two activities shall be reckoned separately i.e. first for unloading and then for loading.
- Additional free time that may presently be extended in such situation, on account of shunting of the rake from the unloading point to the loading point within the siding would no longer be permissible; the time presently allowed for movement of the rake from the interchange point to the siding and vice versa, if any, would continue to be reckoned for calculation of admissible free time for loading/unloading.
- Extant provisions in respect of Bunching Allowance on subsequent rakes shall continue to apply.

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

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(Barjesh Dharmani)
Exec. Director, Traffic Commercial(Rates)
Railway Board