

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

No. 2012/TC(FM)/18/21.

Rail Bhavan, New Delhi – 110 001, dated **07.03.2013**

General Managers,

- | | |
|--|--|
| 1. Central Railway, Mumbai. | 2. North Western Railway, Jaipur. |
| 3. Eastern Railway, Kolkata | 4. Southern Railway, Chennai. |
| 5. East Central Railway, Hajipur. | 6. South Central Rly., Secunderabad. |
| 7. East Coast Railway, Bhubaneswar. | 8. South Eastern Railway, Kolkata. |
| 9. Northern Railway, New Delhi. | 10. South East Central Rly., Bilaspur. |
| 11. North Central Railway, Allahabad. | 12. South Western Railway, Hubli. |
| 13. North Eastern Railway, Gorakhpur. | 14. Western Railway, Mumbai. |
| 15. Northeast Frontier Rly., Maligaon. | 16. West Central Railway, Jabalpur. |

Sub: 'Engine-on-Load' (EOL) Scheme.

- 1.0 In order to improve the utilization of the rolling stock, and help the customers in prompt clearance of freight trains from their sidings/ terminals, the 'Engine-on-Load' Scheme is now being introduced afresh. Under the 'EOL' operations, the train engine will remain available during loading or unloading operation in the siding and wait on Railway's account so as to work the train immediately after loading/unloading operation is completed.
- 2.0 This will be in supersession of all earlier instructions on the above mentioned subject.
- 3.0 The siding holders will be required to opt for the EOL operations under an agreement with the zonal railway administration as per the terms and conditions of the 'Engine-on-Load' operations, as given in the following paragraphs.
- 4.0 **Eligibility**
- 4.1 All new sidings while obtaining Rail Transport Clearance (RTC) will be brought under 'EOL' operations.
- 4.2 The party should also develop facilities for loading and unloading on 'Engine-on-Load' concept and design yard layouts to facilitate the same. 'Engine-on-Load' would mean loading or unloading in such manner and within such time as would permit clearance of the same rake by the same engine.



5.0 **Permissible Free Time**

- 5.1 Free time for loading and unloading operations under the 'EOL' will be lower than the normal free time so as to minimize detention to the wagons and the waiting period of the locomotives.
- 5.2 The free time in case of terminals on 'EOL' system are governed by Rates Circular No.23 of 2012 (as amended from time to time).
- 5.3 With the withdrawal of TIELS, it has been decided vide Rates Circular No. 23 of 2012 to incorporate the free time rules for sidings worked on Engine-on-Load basis, in the Rates Circular No.74 of 2005 by adding a new Para 2.5.

Free time for loading/unloading of various types of block rakes in the case of sidings worked on 'Engine-on-Load (EOL)' basis :

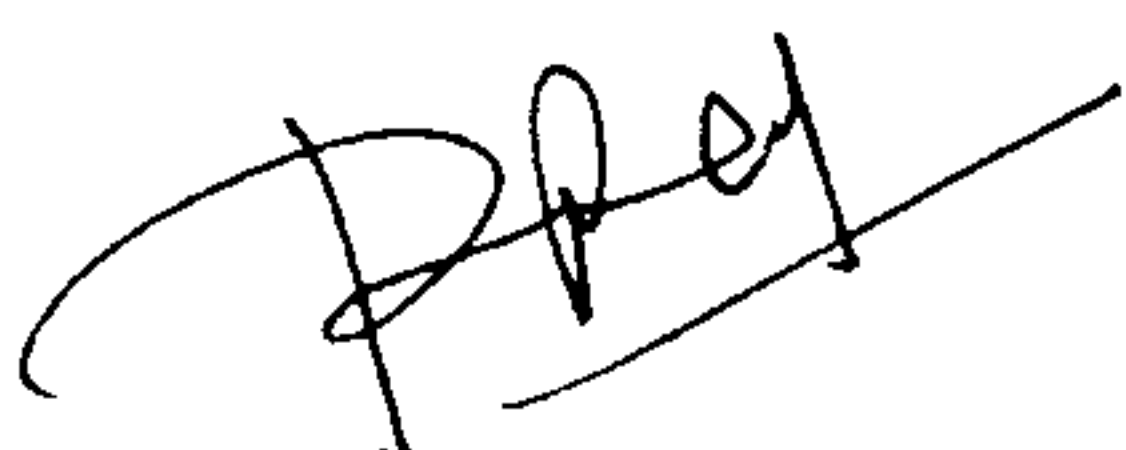
| Type of rake | EOL free time (in hours:minutes) | |
|-------------------------|----------------------------------|-----------|
| | Loading | Unloading |
| Open Rake (BOXN etc.) | 3:00 | 5:00 |
| Hopper Rake (BOBR etc.) | 3:00 | 2:00 |
| Covered Rake (BCN etc.) | 6:00 | 6:00 |
| Tank Rake (BTPN etc.) | 5:00 | 5:00 |

The free time mentioned above will be reckoned for loading/ unloading of rakes from their placement to release. If at any terminal, additional shunting time etc. is permissible at present (for example, from exchange yard to siding and back), the same would continue.”

6.0 **The following provisions will apply for sidings operating under 'EOL' Scheme 2013 :**

6.1 **Exemption from Engine Hire charges**

If a siding holder requires to utilize the train engine during loading or unloading of the rake, within the free time prescribed, the same will be allowed without levying any additional charges. The siding owner may, therefore, not be required to maintain a captive engine at his cost under the 'EOL' operations. Beyond the free time Engine hire charges shall be charged as per extant rules.



6.2 **Exemption from Siding Charges**

For the bulb type sidings freight will be charged on the basis of through distance upto a specified loading or unloading point and not for the entire length of the siding. No siding/shunting charges for haulage of wagons within the siding will be leviable under the 'EOL' operations.

6.3 **Multiple-Plant Sidings**

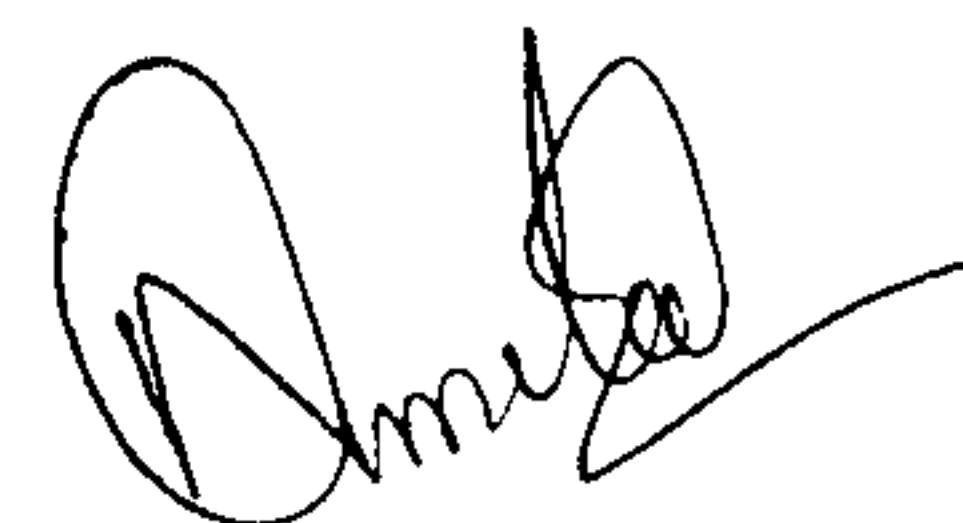
There are certain sidings, which serve an old plant and a new plant. If the operation at one of the plants is covered under 'EOL' norms, the siding can be notified as an 'EOL' siding with no cost of Railway Staff to the siding owner. However, the other benefits of 'EOL' scheme should be applicable only for specified commodity and/or stock handled in the specified siding.

7.0 **Henceforth**, there will be three types of customers availing 'EOL' benefits :

- (i) Siding owners availing of 'EOL' benefits under the policy till the policy of 2005. These will continue to avail of the benefits as per the Agreements signed by them with the Zonal Railways.
- (ii) The siding owners who have opted for TIELS will continue to operate as per FM Circular No.18 of 2012.
- (iii) The siding owners whose sidings have come up after 19.11.2008 (Abeyance of TIELS) and those who have opted for the benefits of present 'EOL' Scheme. Such benefits shall be from prospective effect only i.e. available from the date of approval by the Railway.

8.0 **General**

- 8.1 Suitable resting facilities shall be provided to the train crew by the siding owners in their premises.
- 8.2 Siding owners will also permit the train crew to avail the facilities of staff canteen in their premises on payment of charges as prescribed for their own staff.
- 8.3 All Railways are requested to give wide publicity to the 'Engine-on-Load' scheme among the existing as well as prospective siding owners. Proposals may be invited from the siding owners desiring to opt for the 'Engine-on-Load' operations.
- 8.4 Details of the detentions to wagons and locomotives in the sidings, before and after switching over to the 'EOL', may be analyzed and also sent to Board's office for information so that the 'EOL' scheme could be reviewed one year after its implementation at various locations.



9.0 This issues with the concurrence of the Traffic Transportation and Finance Directorates in the Ministry of Railways.

10.0 Please acknowledge receipt.



(Rita Raj)
Director Freight Marketing

No. 99/TC(FM)/26/1/Pt.-II.

New Delhi, dated 07.03.2013

Copy forwarded to :

1. DAI (Railways) with 36 spares.
2. FA&CAOs, All Indian Railways.



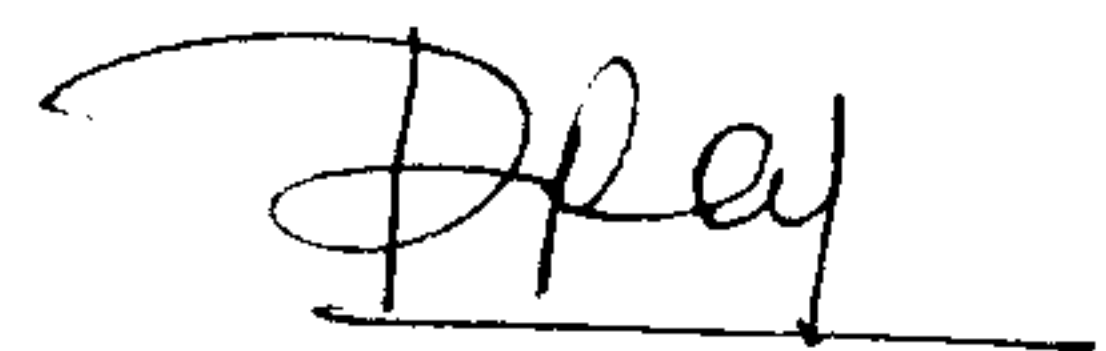
for Financial Commissioner/Railways

No. 2012/TC(FM)/18/21.

New Delhi, dated 07.03.2013

Copy forwarded for information and necessary action to:

1. The Chief Operations Managers, All Indian Railways.
2. The Chief Commercial Manager, All Indian Railways.
3. The Chief Traffic Planning Managers, All Indian Railways.
4. The Chief Freight Traffic Manager, All Indian Railways.
5. The Chief Commercial Manager (FM), All Indian Railways.
6. The Managing Director/Chief Commercial Manager,, Konkan Railway Corporation Ltd., Belapur Bhavan, Plot No.6, Sector 11, CBD Belapur, Navi Mumbai-400014.
7. The General Manager, Centre for Railway Information System (CRIS), Chanakyapuri, Near National Rail Museum, New Delhi.
8. CAO(FOIS), Northern Railway, New Delhi.
9. Director General, Railway Staff College, Vadodara.
10. Director, Indian Railways Institute of Transport Management (IRITM), Village-Kanausi, P.O. - Manak Nagar, Lucknow - 226011.
11. AM(Traffic), AM(C), AM(Mech), AM(Elec.), Adv.(Rates), Adv.(F), Adv. (Vig), EDCE(G), ED/RE, EDPM, EDPG, EDV(T), EDF(C), EDME/Frt., DF(C)/Railway Board.
12. CRB, FC, MT, ME, ML, MS, MM, Secretary/ Railway Board for kind information.



(Rita Raj)
Director Freight Marketing