

WAIVER OF DEMURRAGE & WHARFAGE.

Demurrage means the charges levied for the detention of any rolling stock after the expiry of the free time , if any, allowed for such detention. Similarly, wharfage means the charges levied for not removing the goods from the railway premises after the expiry of free time. The free time means, the time allowed by the Railway administration for loading/unloading of materials and removal of consignments.

Policy guidelines for waiver of demurrage & wharfage charges.

“Please refer to Board’s letter of even number dated 20.7.2004 regarding advance intimation for arrival/placement of rakes-accrual and waiver of demurrage charges. It had been inter alia mentioned that the provisions contained in Board’s letter No.TC-1/201/72/27 dated 23.4.86 are also under review and the same will be advised in due course.

Ministry of Railways have reviewed previous instructions regarding waiver of demurrage /wharfage charges including Board’s earlier instructions on the subject of waiver / refund of demurrage charges, it has been decided that the guidelines as mentioned in this letter shall be followed while dealing with the cases of waiver / refund of demurrage /wharfage charges:

0.0 Power of officers to waive Demurrage or wharfage charges

Sl.No.	Designation of officer	Maximum amount of demurrage per wagon which can be considered by an officer	Maximum amount of wharfage per wagon which can be considered by an officer
1.	GM	Full Power	Full Power
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.600/-
6.	ACM/ATM/Area Officer in junior scale	Rs.300/-	Rs.300/-

1.2 Where Demurrage cases are being handed 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 officer competent to deal with the case as per the schedule of powers given in the above table.

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.

1.0 Waiver

2.1 Due care should be taken in preparation of the demurrage / wharfage bills at 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 first instance itself.

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 charges 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 (Co-ordinating HOD) depending upon whether the powers to deal with the case lies at Divisional and Zonal level and after having ascertained that the reasons for the delay given in the application are satisfactory. Application for condonation of delay in performing 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.

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.

(ii) Reason 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 wavier 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 the powerhouses, where demurrage is not waived on 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 cases 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 analysed 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 in this letter. No direct refund of demurrage/wharfage charges should be made unless proper procedure for waiver as laid in this letter has been followed.
- 5.0 Refund of waived amount of demurrage/wharfage charges should be made expeditiously through pay orders by Commercial Department of the Division.
- 6.0 If it is felt that the rules for accrual /waiver of demurrage /wharfage charges need review, the same should be recommended by the GM to this office with the observations of the Associate Finance.

This issues with the concurrence of the finance directorate of Ministry of Railways.”

(Authority: Board's letter No.TC-I/2004/201/9 dated 11.10.2004(Rates Circular No.39 of 2004)

Rules regarding free time & rates of Demurrage, Wharfage & Stacking charges:

Ref: Under mentioned Board's letters:

1. No.TC-I/2000/201/8 dt. 27.1.2005 (Rates Circular No.4 of 2005)
2. No.TC-I/93/205/1Pt. dt.21.2.2005 (Rates Circular No.11 of 2005)
3. No.TC-I/2000/201/8 dt. 21.6.2005 (Rates Circular No.36 of 2005)
4. No.TC-I/2004/201/4Pt.A dt. 1.7.2005 (Rates Circular No.38 of 2005)
5. No.TC-I/2004/201/4Pt.A dt. 25.7.2005 (Rates Circular No.46 of 2005)
6. No.TC-I/93/205/1Pt. dt.9.11.2005 (Rates Circular No.64 of 2005)

Board has decided to revise the instructions regarding permissible free time for loading and unloading of wagons for steel plants & goods sheds/sidings and rates of demurrage charge, wharfage charge and stacking charge. Accordingly, the comprehensive modified instructions in supersession of all earlier instructions on these subjects are as follows:

2.0 Free time for loading and unloading of wagons

- 2.1 Free time for loading and unloading for different types of wagons and allowances (if any) at goods sheds & sidings, seven old steel plants and all other steel plants are prescribed in paras 2.2, 2.3 and 2.4 respectively.
 - 2.1.1 As and when new types of wagons are introduced, free time mentioned herein shall automatically apply to the wagons depending upon the type of wagons.
 - 2.1.2 The entire group of wagons placed for loading/unloading shall be treated as one unit for the purpose of levy of demurrage charges i.e. even if one wagon out of the group is detained for loading/unloading beyond the prescribed free time, demurrage will be leviable on all the wagons in the group.
 - 2.1.3 Zonal Railways should make efforts through constant dialogue with Rail users to develop the infrastructure for efficient handling of wagons to reduce the terminal detention and hence improve wagon availability.

2.2 FREE TIME FOR LOADING/UNLOADING OF WAGONS AT GOODS SHEDS AND SIDINGS

Type of wagon	Permissible Free Time (in hours & minutes)			
	MECHANIZED		MANUAL	
	Loading	Unloading	Loading	Unloading
OPEN wagons like BOXN, BOX, BOY, BOI, BOST, BOXNHA, BOXNHS, NBOY etc.	5:00	7:00	9:00	9:00
HOPPER wagons like BOBS, NBOBS, BOBR, NBOBR, BOBY, NBOBY etc.	5:00	2:30	N.A.	N.A.
FLAT wagons like BFR, BRH, BRN, BFK, BFKI, BFNS, CONCORD rakes etc.	6:00	N.A.	8:00	8:00
COVERED wagons like BCN, BCNA, BCNHS, BCNAHS, BCX, BCXN etc.	N.A.	N.A.	5:00 (1 to 15 wagons)	5:00 (1 to 15 wagons)
			7:00 (16 to 25 wagons)	7:00 (16 to 25 wagons)
			9:00 (26 wagons & above)	9:00 (26 wagons & above)
TANK wagons (white oil)	6:00	6:00 (upto 29 wagons)	N.A.	N.A.
	7:00	8:00 (30 wagons & above)		
TANK wagons (black oil)	7:00	7:00 (upto 29 wagons)		
		9:00 (30 wagons & above)		
Military wagons-KM	N.A.	N.A.	4:00	4:00
Military wagons other than KM wagons like DBKM etc.	N.A.	N.A.	5:00 (upto 20 wagons)	5:00 (upto 20 wagons)
	N.A.	N.A.	7:00 (21 wagons & above)	7:00 (21 wagons & above)
Type of commodity				
Container #	3:00	3:00	N.A.	N.A.
Consignments handled by Crane	7:00	8:00	N.A.	N.A.
Livestock	N.A.	N.A.	4:00	4:00

Note: Loading by pay loaders is a type of mechanized loading. N.A. stands for 'not applicable'.

Permissible free time in case of double operation of container traffic i.e. unloading followed by loading in the same wagons, shall be 5 hours. However, in the case of container commodity handled by sling cranes, the free time for loading/unloading will be 6 hours for single operation and 8 hours for double operation.

- 2.2.1 '**Additional Free Time**' which is given on account of extra shunting for placement, removal etc. should be 2 hours (two hours). However, in cases where the additional free time had been fixed less than 2 hours as per earlier Time & Motions Studies, the same should continue.
- 2.2.2 In case of goods sheds and railway sidings where the placement capacity is less than a rake, the free time will start with the placement of 1st part of the rake. However, intervening periods between the time of completion of loading/unloading of the 1st part and time of placement of 2nd part of the same rake for loading/unloading, between the time of completion of loading/unloading of the 2nd part and placement of 3rd part of the same rake for loading/unloading and so on, should be treated as *dies-non*. Demurrage for excess detention will be levied on entire rake. Excess detention should be calculated by deducting the permissible free time and periods of *dies-non* from the period of total detention (i.e. period from the time of placement of 1st part to the release time of last wagon) of the rake.
- 2.2.3 In case of goods sheds having multiple lines of limited capacity, if a rake is split up and placed on different lines *successively*, free time for the entire rake will

commence from the time of placement of first lot of wagons. Demurrage for excess detention will be levied on the entire rake. However, if the time interval between successive placements is too much due to exigencies like accident etc., free time for each placement shall be granted separately according to the slab of free time applicable for relevant placement.

2.3 FREE TIME FOR LOADING/UNLOADING OF WAGONS AND ALLOWANCES APPLICABLE IN THE CASE OF SEVEN OLD STEEL PLANTS.

Seven old steel plants namely Bhilai Steel Plant, Bokaro Steel Plant, Durgapur Steel Plant, Indian Iron & Steel Co., Rourkela Steel Plant, Tata Iron & Steel Co. and Visakhapatnam Steel Plant will be permitted free time as prescribed below:

Type of wagon	Name of the Steel Plant	Number of wagons	Permissible free time (in hours)	
			Loading	Unloading
Open wagons	Visakhapatnam Steel Plant	Upto 35	16	8
		36 & above	18	10
	Indian Iron & Steel Co.	Upto 35	24	16
		36 & above	26	18
	All others	Upto 35	22	12
		36 & above	24	14
Flat wagons	All	Upto 35	24	12
		36 & above	26	14
Hopper wagons	All	Upto 45	N.A.	8
		46 & above	N.A.	10
Covered wagons	All	Irrespective of the number	24	24
Tank wagons	All	Irrespective of the number	24	24

Allowances

Six types of allowances namely Terminal Allowance, Unfit/Sick Wagon Allowance, Debit/Credit hours adjustment, Block Rake Allowance, Captive Rake Allowance and Bunching Allowance may be allowed to above mentioned seven old steel plants as mentioned below:

(a) Terminal Allowance

Terminal allowance of 45 minutes only for pull through trains will be allowed. In case of other rakes, the free time will commence from the time of intimation of completion of the train examination formalities, which will be reckoned as "madeover" time, irrespective of the actual clearance of the load by the plants.

(b) Unfit/Sick Wagon Allowance

If such wagons are received with loaded/empty rakes, 24 hours beyond the permissible free time for unloading/loading would be allowed. In case of sick wagons, allowance should be 24 hours after the wagons are made fit by TXR. The steel plants should return these wagons in the mixed pilot within 24 hours.

(c) Debit/Credit hours

Whenever a Steel Plant is able to handle the wagons in less than the permissible free time, resulting in earning of credit hours, the credit hours so earned will be adjusted to the extent of 100% against the debit hours. The adjustment will be done in every 10(ten) days period across different types of wagons.

For the purpose of adjustment of credit/debit hours, only the permissible free time will be taken into consideration, and not other allowances.

Off setting of debit hours incurred on any wagon detained inside a Steel Plant beyond 10(ten) days, from the date of its being made over to the Plant, is not

permitted.

(d) Block Rake Allowance

Block rake allowance of 10 hours will be permissible for all types of wagons only for the purpose of loading except Visakhapatnam Steel Plant. This allowance is admissible to block rakes only, and not for piecemeal traffic. Visakhapatnam Steel Plant will be permitted block rake allowance of 05 hours only.

(e) Captive Rake Allowance

For the purpose of maintaining the integrity of rakes in interchange transactions with Steel Plants, Captive Rake Allowance of 2 hours will be admissible for only BOXN rakes, which run on crack pattern on Round trip Brake Power Certificate (RBPC). This allowance will be admissible in case of all seven old Steel Plants, except Visakhapatnam Steel Plant.

(f) Bunching Allowance

Bunching allowance of 3 hours will be permissible. However, this allowance shall not have cumulative effect.

2.4 FREE TIME FOR LOADING/UNLOADING OF WAGONS AND ALLOWANCES APPLICABLE IN CASE OF ALL OTHER STEEL PLANTS

Permissible free time for loading/unloading of wagons and allowances applicable in the case of steel plants other than the above mentioned seven old steel plants will be as under:

Type of wagon	Number of wagons	Permissible free time (in hours)	
		Loading	Unloading
Open wagons	Irrespective of number of wagons	12	8
Flat wagons		12	8
Hopper wagons		N.A.	4
Covered wagons		10	10
Tank wagons		9	9

N.A. stands for 'not applicable'.

Allowances

Two types of allowances namely Block Rake Allowance and Bunching Allowance will be allowed to the steel plants other than the above mentioned seven old steel plants as prescribed below:

(a) Block Rake Allowance

Block rake allowance of 05 hours will be permissible for all types of wagons only for the purpose of loading. This allowance is admissible to block rakes only, and not for piecemeal traffic.

(b) Bunching Allowance

Bunching allowance of 2 hours will be permissible. However, this allowance shall not have cumulative effect.

3.0 Rates of demurrage Charge

3.1 FOR ALL STEEL PLANTS

In case of steel plants, demurrage charge @Rs.50/- per 8-wheeled wagon per hour, or part of an hour, for detention of wagon in excess of the permissible free time for loading or unloading, shall be levied.

3.2 FOR OTHER THAN STEEL PLANTS

In case of other rail users, demurrage charge @Rs.75/- per 8-wheeled wagon per hour, or part of an hour, for detention of wagon in excess of the permissible free time for loading or unloading, shall be levied.

3.3 In case excessive congestion takes place at any terminal/steel plant, CCM/COM/DRM can increase the demurrage rates, even at progressively increasing rate subject to a maximum of six times of the prevalent rate. This penal demurrage rates should be implemented only after giving wide publicity and due

notice of 48 hours and should be applicable for the notified period.

3.4 The rates of demurrage charges prescribed above shall be applicable equally to all types of 8-wheeled goods wagons and coaching vehicles (other than passenger vehicles), irrespective of their carrying capacities.

3.5 The rates of demurrage charge in respect of 4-wheeled wagons/vehicles shall be half of the rates prescribed for the 8-wheeled wagons/vehicles.

4.0 **Permissible free time for removal of goods from railway premises**

4.1 Permissible free time for removal of goods from railway premises at present are as under:

	Circumstances	Permissible free time
(i)	Goods available for delivery after unloading on the day of unloading	12 working hours.
(ii)	Goods, after unloading, available for delivery on the following day	12 working hours or till the closing time of the goods shed on the day following the day of unloading.

5.0 **Rates of wharfage charges**

Rates of wharfage charges per quintal or part of a quintal per day or part of a day, leviable after completion of permissible free time for removal of goods from railway premises irrespective of the space being covered or open, shall be as under:

	Rates of wharfage charges
1 st day	Nil
2 nd day	Rs.2.00
3 rd day	Rs.3.00
4 th day	Rs.4.00
5 th day	Rs.5.00
6 th day	Rs.6.00
7 th day onwards	Rs.7.00

The term '1st day' referred to in the above table is defined as the day on which goods are available for delivery i.e. the day of unloading in reference to 4.1(i) above and following day of unloading in reference to 4.1(ii) above. Subsequent days i.e. 2nd day, 3rd day etc. should be counted in reference to the '1st day'.

5.2 Rates of wharfage charges prescribed above shall be uniformly applicable to all commodities.

5.3 Rates of wharfage charges prescribed above shall be uniformly applicable in case of all stations, goods sheds and public sidings.

5.4 In case excessive congestion takes place at any terminal, CCM/DRM can increase the wharfage rates, even at progressively increasing rate subject to a maximum of six times of the prevalent rate for the 2nd day. This penal wharfage rates should be implemented only after giving wide publicity and due notice of 48 hours and should be applicable for the notified period.

6.0 **Permissible free time for advance stacking of goods in Railway premises**

Zonal Railways may permit stacking of goods in railway premises at selected goods sheds without payment of wharfage charges upto a period of ten days in advance of loading after review of traffic pattern at such goods sheds and without causing any hold up to other traffic.

7.0 **Rates of Stacking charges**

Stacking charges shall be leviable beyond the permissible advance stacking period of ten days at the same rates as prescribed for wharfage charges.

- 7.1 The term '1st day' in the case of stacking charges is defined as the day on which the permissible advance stacking period is completed. For the present rules, the 10th day of stacking is, accordingly, the '1st day'. Subsequent days i.e. 2nd day, 3rd day etc. should be counted in reference to the 1st day so defined.
- 7.2 Rates of stacking charges prescribed above shall be uniformly applicable to all commodities.
- 7.3 Rates of stacking charges prescribed above shall be uniformly applicable in case of all stations, goods sheds and public sidings.
- 8.0 These instructions will be effective **w.e.f. 01.01.2006**.
- 9.0 This issues with the concurrence of the Finance and Traffic Transportation Directorates in the Ministry of Railways.

(Authority: Railway Board's letter No.TC-I/2005/201/2, Dt. 19.12.2005 Rates Circular No.74 of 2005)

(Authority: Railway Board's letter No.TC-I/2005/201/2, Dt.19.12.2005 Rates Circular No.74 of 2005)

(In continuation to the said policy guidelines, following change of rules notified recently by Railway Board are required to be added)

Sub: Wharfage and Stacking rules.

Ref: Board's under mentioned letters

No.TC-I/83/201/14 dt.13.1.1986

No.TC- I/89/201/1 dt.8.9.1989

No.TC- I/89/201/1 dt.7.7.1994

No.TC- I/91/201/7 dt.19.7.1995

No.TC- I/2000/201/4 dt.12.5.2000

No.TC- I/2005/201/2 dt.19.12.2005

It has been decided to revise the Rules for levy of Wharfage charge and advance stacking of goods at railway premises as stipulated below.

1 Wharfage Charge

1.1 Wharfage charge should be levied on goods/consignment not removed from railway premises after the expiry of free time (Section VI of Railways Act 1989). No Wharfage will be levied on the consignment held by Railway administration on lien in terms of Section 83 of Railways Act 1989.

2 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 based on the actual performance during January – April and notified for the period July to June.

2.3 However, for the period April 2007 to June 2008, this classification should be done on the basis of the traffic dealt with in January – February 2007 and should be notified before 21st March 2007 for the period April 2007 – June 2008.

3 Permissible free time for removal of goods from railway premises

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 hours from the expiry of free time for loading of wagons/rake
Group II: 15 hours from the expiry of free time for loading of wagons/rake
Group III: 48 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 hours from the expiry of free time for unloading of wagons/rake
Group II: 15 hours from the expiry of free time for unloading of wagons/rake
Group III: 48 hours from the expiry of free time for unloading of wagons/rake

3.2 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.

4 Wharfage Rates :

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.

1. First 24 hours

Group I Rs 60 per wagon per hour or part thereof
Group II Rs 40 per wagon per hour or part thereof
Group III Rs 10 per wagon per hour or part thereof

1. Beyond 24 hours

Group I Rs 90 per wagon per hour or part thereof
Group II Rs 60 per wagon per hour or part thereof
Group III Rs 15 per wagon per hour or part thereof

5 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. Levy of Higher Wharfage Charges

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 the 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.

7 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 inter alia mentioning the details of indent and giving an undertaking that the stacking will be done at their own risk and responsibility. No claims for loss, damage 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.

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, rules for levy of Wharfage charge will apply.

7.8 Once advance stacking permission has been granted, cancellation of indents will not be permissible up to fifteen days from the 1st day of advance stacking. In case Rail User cancels the indent within 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 is not done immediately after completion of stacking or lapse of advance stacking period.

7.12 Stacking charge will be levied at the rates of Wharfage charge, as prescribed under Para 4 of this Rates Circular and as amended from time to time.

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

8 This issues with the concurrence of Finance and Traffic Transport Directorates in the Ministry of Railway.

9. These instructions will be effective **w.e.f.1st of April 2007.**

10. Illustrations with reference to various rules are given in the Appendix.

Appendix
Illustrations with reference to Wharfage and Stacking Rules

Para No. Illustration

1. . A loaded BCN rake has been placed at 0800 hours on 10.2.2007 at Group-I station. Free time for removal of the consignment from railway premises will start after 1700 Hours (0800+9 hrs i.e. free time for unloading of BCN rake). Wharfage charge will be levied if the consignment is not removed till 0500 hours of 11.2.2007 (1700+12 hours = 29 Hours -2400 hours = 0500 hours of the next day)

04. In case unloaded consignment left behind is part of a wagon, Wharfage Charge will be levied on wagon basis. For example: a BCN rake has been brought at group-I station for unloading and if 20 cement bags each from 10 BCN wagons are left on the premise for 2 ½ hours beyond free time, then Wharfage charge will be levied for ten BCN wagons. Wharfage charge will be Rs.60*10 wagons*3 hours =Rs.1800/-.

In case of consignment brought at the station for loading, 60 ton will be equated as one wagon. For example: Certain consignment has been brought at Group-I station for loading in BOXN wagon. If 450 ton of the consignment is left over at railway premises for ten hours beyond free time, left over consignment in terms of wagons will be 8 wagons (i.e.450 ton/60 ton= 7.5 wagons rounded off to 8 wagons). Wharfage charge will be Rs.60*8wagons*10 hours =Rs.480/-.

06 In case CCM decides to impose Higher Wharfage Charge at a certain station of group-I category during 10th May to 20th May, at four times the prevailing rates, rate for Higher Wharfage charge will be Rs.240/- (i.e.Rs.60*4) per wagon per hour and it will be applicable during the period 10th May-20th May.

7.8 Certain rail user has started advance stacking on 15th of June at 1000 hours. Cancellation of indent is not permissible till 1000 hours of 30th of June. If he cancels his indent at 1400 hours of 24th of June, Stacking charge will be levied from 1000 hours of 15th of June till the time he vacates the railway premise, even if wagons have not been supplied.

7.9 Certain rail user has started advance stacking on 10th of January. He cancels his indent at 1700 hours of 27th of January and wagons have not been supplied till then. No stacking charge will be levied till 1700 hours of 28th of January. But he will have to remove his consignment by 1700 hours of 28th of January, else wharfage charge will be levied from 1700 hours of 28th of January.

1. Certain rail user has started advance stacking on 12th April as per advance stacking permission wherein four days permission has been granted. Advance stacking permission will lapse on 15th April. Wagons are supplied on 19th of April. No stacking charge is leviable till 19th of April & expiry of free time for loading of such wagons.

(**Authority:** Rates Circular No.21 of 2007, Railway Board's letter No.TC-I/2005/201/2 Pt.B , dated .08.03.2007)
