

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

No.TC-I/2005/301/7Pt.D

New Delhi, dt. 21 .05.2014

General Manager
All Zonal Railways

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

Ref: (i) Board's letter No.TC-I/2005/301/7Pt.D dt.16.05.2014 (Rates Master Circular/Demurrage-Wharfage-Waiver/2014/0)
(ii) Board's letter No.TC-I/2005/301/7Pt.D dt.20 .05.2014 (Corrigendum to Rates Master Circular/Demurrage-Wharfage-Waiver/2014/0)

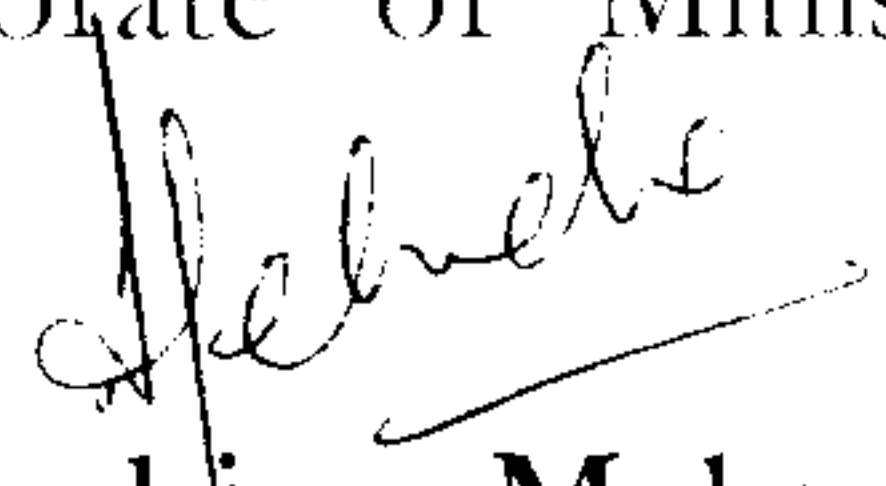
Please refer to Board's letter No.TC-I/2005/301/7Pt.D dt.16.05.2014 regarding Demurrage, Stabling, Wharfage, Stacking, Waiver and Write off and modifications carried out vide Board's letter No.TC-I/2005/301/7Pt.D dt.20.05.2014.

The instructions on the subject matter duly incorporating the modifications are enclosed herewith. These instructions will be effective from 1st June 2014 and will remain valid till further advice. However, the instructions mentioned below will be applicable for a period of one year i.e. upto 31st May 2015.

Name of Rules	Para No.
Part-I: Rules regarding Demurrage and Stabling	2.2.3(a), 2.2.3(b), 2.3, 2.4, 2.5 and 3.1
Part-II: Rules regarding Wharfage and Stacking	3.1, 3.7 and 4.1
Part-III: Rules regarding Waiver and Write off	1.0, 2.4, 2.11, 2.12, 4.0, 4.1, 4.2, 4.3, 4.4 and 4.5

Zonal Railways will submit a quarterly feedback in reference to the above mentioned Paras containing the remarks of Commercial, Operating and Accounts Departments with the approval of CCM, COM and FA&CAO, respectively, to enable review by Board.

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

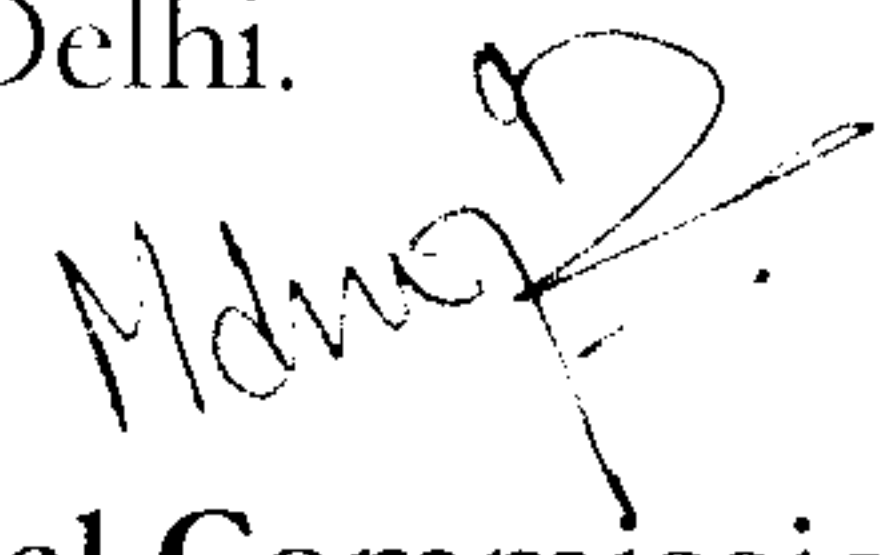

(Aashima Mehrotra)
Director, Traffic Commercial(Rates)
Railway Board

No.TC-I/2005/301/7Pt.D

New Delhi, dt. 21.05.2014

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/2005/301/7Pt.D

New Delhi, dt.21.05.2014

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.


(**Aashima Mehrotra**)
Director, Traffic Commercial(Rates)
Railway Board

Copy for information:

CRB, MT, FC, Railway Board

AM(C), AM(T), AM(T&C), AM(TT), Adv(F), Adv./FM, Adv.TT/M,
Adv(Infra), Adv(Safety), Adv.(Vig./T), EDTC/R, ED(PG), EDPM, ED(T&C),
EDTT(S), EDTT(F), EDFC, ED(S&E), ED(Plg), ED(PPP), ED(PP), DIM,
DFC, DDTC(R), Railway Board

TC(R), TC(CR), F(C), TT-III, Safety Branches, Railway Board

Part-I**Sub: Rules regarding Demurrage and Stabling****1.0 DEMURRAGE CHARGE**

Demurrage Charge is levied for the detention of railway's rolling stock after the expiry of free time, if any, allowed for such detention.

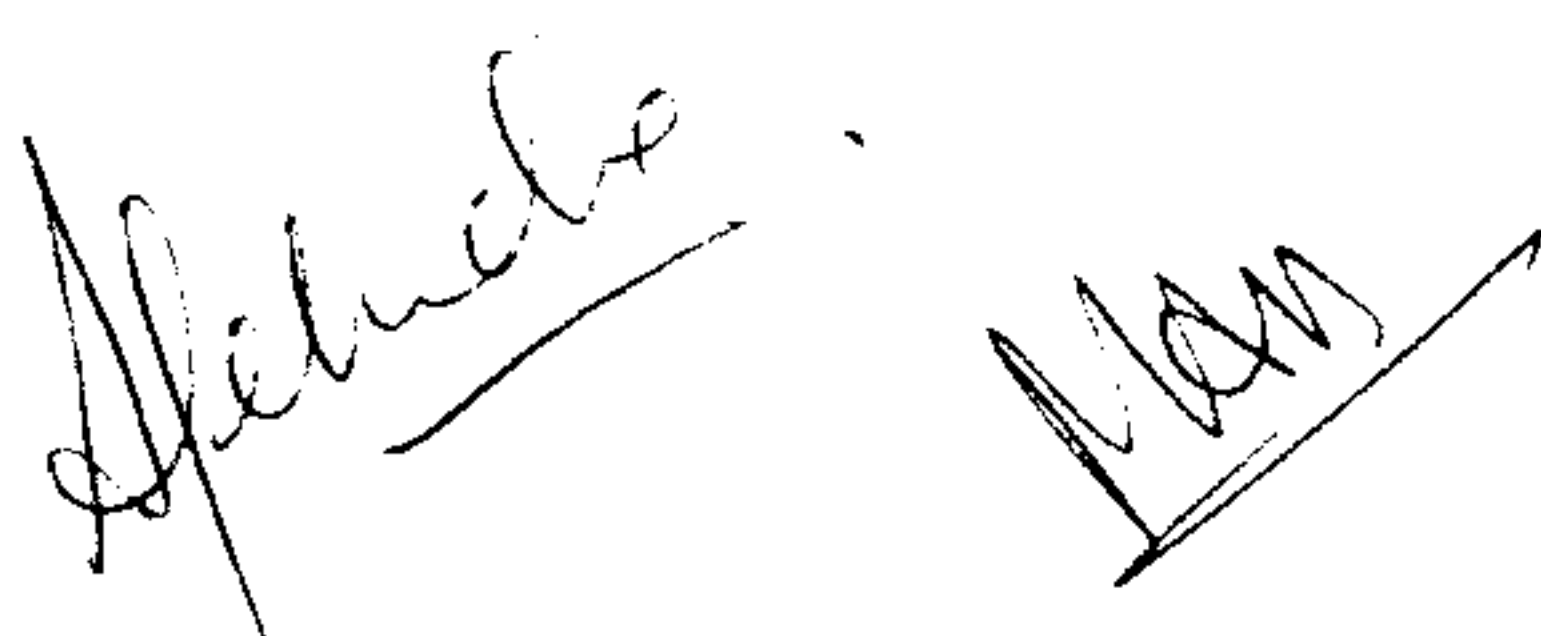
2.0 FREE TIME FOR LOADING AND UNLOADING OF WAGONS

2.1 Free time for loading and unloading for different types of wagons (either BG or MG) and allowances (if any) at railway terminals (like goods sheds, railway sidings, public sidings) and private/assisted sidings which do not work on Engine-on-load(EOL) basis; seven old steel plants; other steel plants which do not work on Engine-on-load(EOL) basis and freight terminals/sidings/steel plants/goods sheds which work on EOL basis are given in Paras 2.2, 2.3, 2.4 and 2.5, 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 RAILWAY TERMINALS AND PRIVATE/ASSISTED SIDINGS OTHER THAN STEEL PLANTS WHICH DO NOT WORK ON 'ENGINE-ON-LOAD(EOL)' BASIS

2.2(a)	Type of Wagons	Permissible free time (in hours & minutes)			
		MECHANIZED		MANUAL	
		Loading	Unloading	Loading	Unloading
2.2(a)(i)	OPEN wagons like BOXN, BOX, BOY, BOI, BOST, BOXNHA, BOXNHS, NBOY etc.	5:00	7:00	9:00	9:00
2.2(a)(ii)	HOPPER wagons like BOBS, NBOBS, BOBR, NBOBR, BOBY, NBOBY etc.	5:00	2:30	N.A.	N.A.
2.2(a)(iii)	FLAT wagons like BFR, BRH, BRN, BFK, BFKI, BFNS, CONCORD rakes etc.	6:00	N.A.	8:00	8:00
2.2(a)(iv)	BCNHL wagons	N.A.	N.A.	5:00 (1 to 20 wagons)	5:00 (1 to 20 wagons)
				7:00 (21 to 30 wagons)	7:00 (21 to 30 wagons)
				9:00 (31 to 45 wagons)	9:00 (31 to 45 wagons)
				11:00 (46 wagons & above)	11:00 (46 wagons & above)
2.2(a)(v)	Covered wagons other than BCNHL	N.A.	N.A.	5:00 (1 to 20 wagons)	5:00 (1 to 20 wagons)
				7:00 (21 to 30 wagons)	7:00 (21 to 30 wagons)
				9:00 (31 wagons & above)	9:00 (31 wagons & above)
2.2(a)(vi)	BCFC	6:00	6:00	N.A.	N.A.
2.2(a)(vii)	TANK wagons (in all cases other than those specified as black oil)	6:00	6:00 (upto 29 wagons)	N.A.	N.A.
			8:00 (30 wagons & above)		

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	Type of Wagons	Permissible free time (in hours & minutes)			
		MECHANIZED		MANUAL	
		Loading	Unloading	Loading	Unloading
2.2(a)(viii)	TANK wagons (black oil viz. light diesel oil, furnace oil, carbon black feed stock, low sulphur heavy stock, heavy petroleum stock, vacuum gas oil etc.)	7:00	7:00 (upto 29 wagons)	N.A.	N.A.
			9:00 (30 wagons & more)		
2.2(a)(ix)	Military wagons-KM	N.A.	N.A.	4:00	4:00
2.2(a)(x)	Military wagons other than KM wagons like DBKM etc.	N.A.	N.A.	5:00 (upto 20 wagons)	5:00 (upto 20 wagons)
				7:00 (21 wagons & more)	7:00 (21 wagons & more)
2.2(b)	Type of commodity				
2.2(b)(i)	Container #	3:00	3:00	N.A.	N.A.
2.2(b)(ii)	Consignments handled by Crane*	7:00	8:00	N.A.	N.A.
2.2(b)(iii)	Livestock	N.A.	N.A.	4:00	4:00

This free time is relevant in the case of Indo-Nepal traffic. 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.

* Free time mentioned here will be applicable when consignment is handled by crane, irrespective of the free time prescribed for different types of wagons.

Note:

1. Loading by pay loader is a type of mechanized loading.
2. In cases where both manual and mechanical type of operations are used of loading/unloading of a rake, the more restrictive free time i.e. free time for mechanized loading/unloading will be permitted.
3. N.A. stands for 'not applicable'.
4. Loading of stationary wagons through mechanized movable weight-o-meter wagon loader is a type of 'mechanized loading'.
5. Free time for military wagon is applicable when such wagons are handled at railway terminal or when a rake consisting of military wagons as well as railway wagons is handled at military siding.
6. The above mentioned free time will be equally applicable for BG as well as MG wagons.

2.2.1 Additional free time in the case of private/assisted sidings:

- (a) In the case of private/assisted sidings which are not notified for charging freight on through distance basis, additional free time 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.

- (b) In the case of private/assisted sidings which are notified for charging freight on through distance basis, no additional free time will be granted. However, wherever provision of additional free time is considered warranted by the Zonal Railway, additional free time upto a maximum of two hours may be granted with the recommendation of CCM and COM, concurrence of FA&CAO and approval of GM on case to case basis.
- (c) However, whenever additional free time is considered warranted and is granted to a private/assisted sidings which has been notified for charging freight on through distance basis, GM should review the desirability of continuing the through distance arrangement in such sidings.

2.2.2 Reckoning of free time in case of railway terminals viz.goods shed/railway siding/public siding and such private/assisted sidings where placement/release of rake is done through railway's locomotive

- (a) If a rake is placed in one spur in one placement:

Free time will be reckoned from the time of placement of the rake. Demurrage will be charged on excess detention which will be calculated as under:

$$\text{'Excess detention} = (\text{time of release} - \text{time of placement}) - \text{free time'}$$

(refer Illustration-1 at Annexure-A)

- (b) If a rake is placed in one spur in multiple placements:

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 time of placement of 3rd part of the same rake for loading/unloading and so on, should be treated as *dies-non*. Demurrage will be charged on excess detention which will be calculated as under:

$$\text{'Excess detention} = (\text{time of release of the last part} - \text{time of placement of first part}) - \text{free time} - \text{total period of } \textit{dies non}'$$

(refer Illustration-2 at Annexure-A)

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(c) If a rake is placed in more than one spurs:

Free time for the entire rake will commence from the time of placement of first part of the rake. Demurrage charges will be calculated on the basis of deemed released time of the rake (after adjustment of *dies non* period). A rake will be deemed to have been released at the time at which the last wagon is released irrespective of the group/spur in which this wagon was placed. If the time interval between first placement and subsequent placements (i.e. between 1st placement & 2nd placement, between 1st placement & 3rd placement, and so on) is more than two hours, then such excess time interval of over two hours shall be treated as *dies non*. This *dies non* period, wherever applicable, will be deducted from the actual release time of the respective placements to arrive at deemed release time.

Demurrage will be charged on excess detention which will be calculated as under:

“Excess detention = (deemed release time of the rake – time of 1st placement) – free time”

Deemed release time of a placement will be calculated as under:



“Deemed release time of a placement = actual release time of that placement – *dies non*, if applicable”

Deemed released time of the rake will be the time at which the last wagon of the rake is deemed to have been released. For example, if the deemed released time of first placement is 1200 Hours, second placement is 1400 Hours and third placement is 1300 Hours, then 1400 Hours will be the deemed release time of that rake.

(refer Illustration-3 at Annexure-A)

2.2.3 Reckoning of free time in case of private/assisted siding where placement/release of rake is done through siding owner's locomotive

(a) Free time will be reckoned from the time of placement of the rake. Levy of Demurrage will be linked to either the terminal's actual handling capacity or the deemed handling capacity, whichever is highest. Handling capacity of a siding will be fixed on the basis of 'the actual number of rakes that can be handled simultaneously' or 'the average number of rakes dealt per day during January-

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April' or, in the case of loading sidings, 'the average number of rakes indented per day during January-April', whichever is highest. The assessment of terminal-wise handling capacities would be done every year in the month of May by a Divisional committee of officers comprising Sr.DCM, Sr.DOM and Sr.DFM and notified for the period of the following July to June with the approval of the DRM.

- (b) In case of bunching of rakes, free time for successive rakes would be reckoned from the preceding rake's time of expiry of normal free time or the time of completion of loading/unloading, whichever is earlier. For instance, say, the assessed capacity of a siding is of handling 2 rakes simultaneously; in this scenario, the free time for 3rd rake shall commence after the completion of free time for 1st rake or the time of completion of its loading/unloading, whichever is earlier; free time for the 4th rake shall commence after completion of free time for 2nd rake or time of completion of its loading/unloading, whichever is earlier; and so on and so forth.
- (c) In case when a loaded rake, after unloading, is allotted for back-loading, 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. 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.
- (d) Demurrage on a rake will be charged after allowing the permissible free time for loading/unloading of wagon and additional free time, wherever applicable. Grant of free time will be linked to the handling capacity of the siding.

Spokane
Man

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

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	Permissible free time (in hours) per rake i.e. irrespective of the number of wagons	
	Loading	Unloading
Open wagons	16*	8
Flat wagons	24	12
Hopper wagons	N.A.	4 1/2
Covered wagons	24	24
Tank wagons	24	24

**except in the case of loading all non-steel products, for which free time rules applicable for goods sheds/ siding shall apply.*

Allowances

Terminal Allowance, Debit/Credit hours and reckoning of free time in the case of above mentioned seven old steel plants will be as mentioned below:

(a) Terminal Allowance

Based on time & motion study, a maximum of 2(two) hours of Terminal Allowance time will be permitted in case of such steel plants where rakes are dropped/picked up at designated interchange points/exchange yards. This allowance would not be permissible in case of steel plants where rakes are directly placed at activity centres. 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 "made-over" time, irrespective of the actual clearance of the load by the plants.

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(b) 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 and the credit hours would not be carried forward beyond this period. For the purpose of adjustment of credit/debit hours, only the permissible free time will be taken into consideration, and not other allowances. Offsetting 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.

(c) Reckoning of free time

In case of bunching of rakes, free time will be reckoned as prescribed vide Para 2.2.3(b) above. However, the handling capacity should be fixed both traffic stream wise as well as wagon-type wise.

2.4 FREE TIME FOR LOADING/UNLOADING OF WAGONS AND ALLOWANCES INCASE OF STEEL PLANTS WHICH DO NOT WORK ON 'ENGINE-ON-LOAD(EOL)' BASIS

Permissible free time for loading/unloading of wagons and allowances in case of steel plants (other than seven old steel plants) which do not work on 'Engine-on-load(EOL)' will be as under:

Type of wagon	Permissible free time (in hours) per rake i.e. irrespective of the number of wagons	
	Loading	Unloading
Open wagons	10*	7
Flat wagons	10	7
Hopper wagons	N.A	2 ½
BCNHL wagons	11	11
Covered wagons other than BCNHL	9	9
Tank wagons	9	9

**except in the case of loading all non-steel products(such as, say slag) , for which free time rules applicable for goods sheds/ siding shall apply.*

Heheli *Man*

Allowances

Additional free time and reckoning of free time in case of steel plants (other than seven old steel plants) which do not work on 'Engine-on-load(EOL)' will be as mentioned below:

(a) Additional Free Time

Additional free time of up to a maximum of 2 hours may be granted on the basis of time & motion study, as is permitted in the case of sidings which are not notified for charging freight on through distance basis.

(b) Reckoning of free time

In case of bunching of rakes, free time will be reckoned as prescribed vide Para 2.2.3(b) above. However, the handling capacity should be fixed both traffic stream wise as well as wagon-type wise.

2.5 FREE TIME FOR LOADING/UNLOADING OF VARIOUS TYPES OF BLOCK RAKES IN THE CASE OF FREIGHT TERMINALS/SIDINGS/STEEL PLANTS/GOODS SHEDS 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
Flat rake (BRN, BFK, BFN, CONCORD etc.).	6:00	6:00

Free time will be reckoned from the time of placement of rake. 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.

Credit-Debit system: The Credit-Debit system may be implemented only in the case of terminals which are worked on EOL basis. Zonal Railways should notify detailed guidelines to ensure prompt and accurate recording of the time of arrival/placement and release/dispatch of rakes at the time of implementing this scheme.

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Whenever a siding is able to handle the wagons in less than the permissible free time, resulting in earning of credit hours, the credit amount due will be calculated as per the following formula:

Credit Amount due	=	Wagon Hour saved (by rounding off to the nearest hour) x Demurrage rate @ 50% of prevailing rate in the first slab
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Illustration:

Say, a siding owner releases a rake of 59 BOXN wagons 25 minutes before the expiry of permissible free time. Wagon Hour saved = 59wagons \times 25min. = 1475 minutes = 24hrs. 58min. i.e. 25 hrs. Credit Amount due = 25hrs. \times Rs.150/2 = Rs.1875/-.

Credit hours accruing over a ten-day period (i.e. 1st to 10th day, 11th day to 20th day, 21st day to 30th/31st day of every month) would be adjusted against the demurrage billed in the same 10 - day period. There will be no refund of credit amount.

Siding owner will be given the option of switching over to the credit-debit system at the time when the handling capacity of the siding is notified. Railway administration will also notify whether the siding owner has opted for 'credit-debit system' or 'otherwise' at the time of notifying the handling capacity of the siding. In the case of sidings operating on the credit-debit system, the extant provisions regarding waiver of demurrage will not be applicable.

3.0 RATES OF DEMURRAGE CHARGE

3.1 Demurrage Charge will be levied for all types of 8-wheeled goods wagons and coaching vehicles(other than passenger vehicles), irrespective of their carrying capacities, as per the rate given below:

Duration of excess detention (i.e.detention beyond permissible free time)	Rate of Demurrage Charge (per wagon per hour or part of an hour)
Upto 4 hours	Base rate (Rs.150/-)
Beyond 4 hrs & upto 12hrs	Two times the base rate
Beyond 12hrs & upto 24hrs	Three times the base rate
Beyond 24 hrs. & upto 48 hrs.	Four times the base rate
Beyond 48 hrs.	Six times the base rate

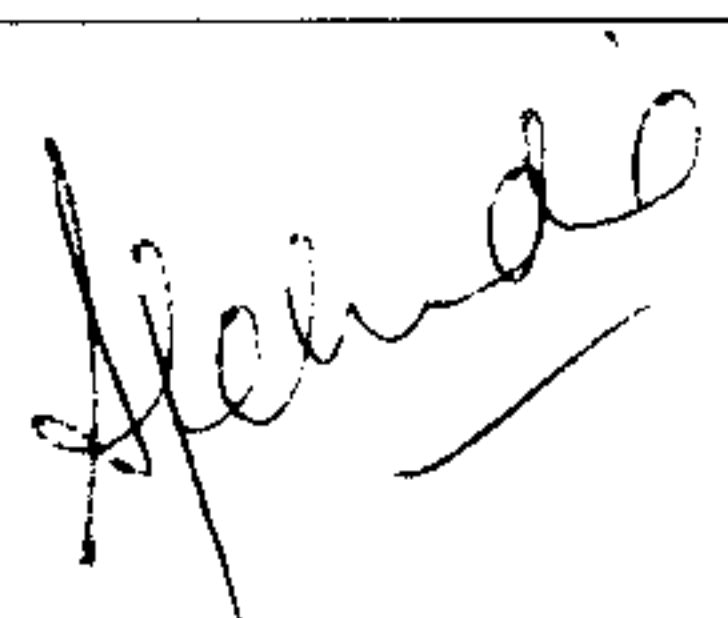

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Illustration:

- (i) If the detention of a rake is 4 hours beyond the permissible free time, the Demurrage Charge will be $\text{Rs.}150 \times 4 \text{ hrs} = \text{Rs.}600$ per wagon.
- (ii) If the detention of a rake is 7 hours beyond the permissible free time, the Demurrage Charge will be $\text{Rs.}300 \times 7 \text{ hrs} = \text{Rs.}2100$ per wagon.

3.2 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 INCENTIVE FOR WORKING AT EXTENDED NIGHT HOURS/ROUND THE CLOCK WORKING AT RAILWAY TERMINALS VIZ. GOODS SHED/RAILWAY SIDING/PUBLIC SIDING ETC.

4.1 The working hours and business hours of all railway terminals is 06.00 to 22.00 Hours. General Manager of Zonal Railways is empowered to introduce the round the clock working on case to case basis after analyzing traffic handled at railway terminal and possible improvement in wagon-turn-round.

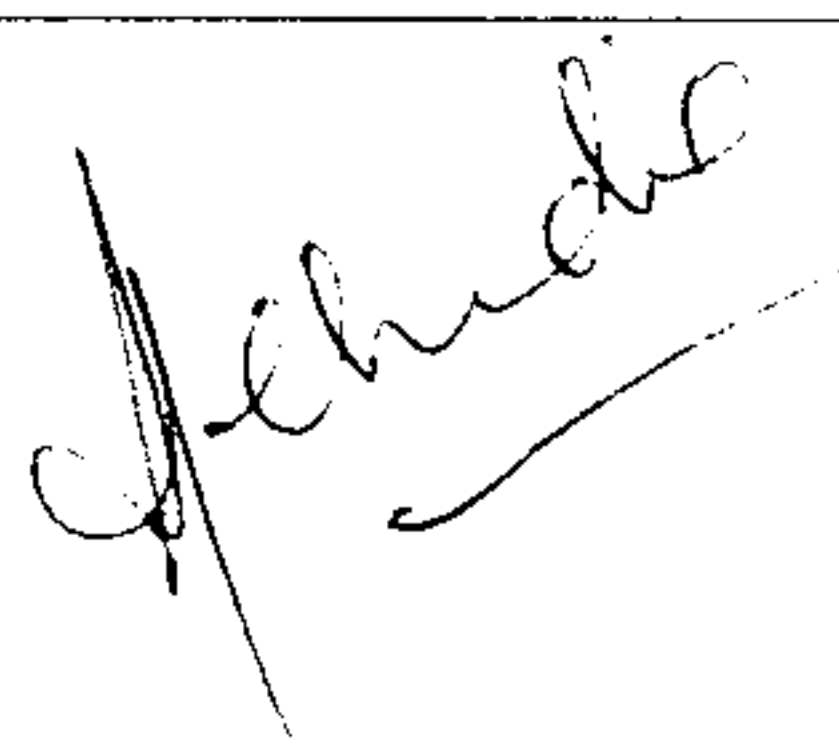

4.2 Railway should make all out efforts to get the rakes released expeditiously. For this purpose, the working hours of the railway terminals may be extended beyond 22.00 hours even by a few hours on a regular basis or even on day to day basis.

4.3 As an introductory incentive for the consigners/consignees to release the rakes during the extended night hours beyond 22.00 hours, only 50% of the time taken between 2200 hours to 06.00 hours or the time upto which the working hours have been extended should be reckoned for calculation of free time for loading, unloading or removal of consignments from the Railway premises. Further, the incentive will not be permitted to private/assisted sidings and to the terminals worked on Engine on Load basis.

4.4 The incentive is also be applicable in the case when a rake is placed during 22.00 -06.00 hours. However, in case when rake is placed during 06.00 to 22.00 of a day, the incentive is permissible only when normal free time prescribed for loading/unloading or removal of consignment from Railway premises expires after 22.00 hours and if normal free time expires at or before 22.00 hours, the incentive shall not be permissible. The incentive shall be permitted only for the first night of loading/unloading or removal of consignment from Railway premises, and not for the detention of wagons during subsequent nights. (refer Illustrations at Annexure-B)

Agenda *WMS*

- 4.5 Inordinate detention to wagons placed for unloading is sometimes caused in the goods sheds due to goods unloaded from an earlier rake lying on the ground, blocking the space for further unloading. In order to expedite removal of the goods unloaded from a rake, it has also been decided that a grace period of two hours beyond the prescribed permissible free time for unloading for different types of rakes would be permitted in the goods sheds for immediate removal of the entire goods unloaded from the rake within the extended grace period of two hours. However, if a consignee does not clear the entire goods unloaded from the rake within the extended grace period of two hours Demurrage will be leviable as per the prescribed permissible free time and no grace period in free time will be granted.
- 4.6 Suitable infrastructure should be created by Zonal Railways. Proper arrangement should be made for security of goods and railways cash etc. Special emphasis should be laid on arranging sufficient lighting at railway terminals for ensuring safe and quick loading/unloading of wagons. Attention to approach road and other required facilities should also be put in place.
- 5.0 LEVY OF DEMURRAGE CHARGE IN CASE OF MULTIPARTY/MULTI-CONSIGNOR OR MULTI-CONSIGNEE RAKES**
- 5.1 Multiparty/multi-consignor/multi-consignee rake(s) shall be treated as a unit for the purpose of free time for loading/unloading and levy of demurrage.
- 5.2 Free time for loading/unloading as permissible to the entire rake should be allowed.
- 5.3 If detention of the rake is caused beyond the permissible free time, then, demurrage charges should be leviable on the entire rake, even if some of the wagons are released within the free time, actually drawn out & dispatched or used for back-loading or which could be removed in one shunt without disturbing the wagons which were under operation of loading/unloading.
- 5.4 The consignor(s)/consignee(s) who have detained their respective groups of wagons beyond the permissible free time should be made accountable for the detention and demurrage charges should be collected from him/them for the detention of the groups of wagons allowed to him/them.

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5.5 Demurrage on the entire rake should be collected from the last party (who is responsible for the detention of the rake) after deducting Demurrage, if any, collected from other consignor(s)/consignee(s)/endorsee(s).

6.0 GUIDELINES FOR LEVY OF STABLING CHARGE AND DEMURRAGE CHARGE ON PRIVATELY OWNED WAGONS

6.1 Stabling charge is levied for detention of privately owned stock at a railway premise in any of the following circumstance:

- when party is unable to receive such stock in their siding
- when party declines to accept such stock in their siding

6.2 Privately owned wagons includes wagons procured under “Own Your Wagon scheme(Category-C)”, Defence owned stock, wagons owned by container operators*,etc.

6.3 Rate of Stabling Charge will be Rs.500/- per wagon per day or part of a day, from the time of arrival to the time of removal.

6.4 The rate of Stabling Charge will be uniform for all types of wagons (either BG/MG or 4-wheeler/6 wheeler/8 wheeled/12 wheeler etc.).

6.5 When privately owned stock is detained in the private siding or in a railway siding meant for handling such stock, no Stabling/Demurrage charge will be levied.

*(*In case of Concessionaire's train, the procedure for calculating Stabling Charge will continue to be governed by T.T. Dte.'s letter No.2008/TT-III/73/20 dt.29.09.2008(and as amended from time to time)).*

7.0 GUIDELINES FOR LEVY OF DEMURRAGE CHARGE ON WAGONS PROCURED UNDER “OWN YOUR WAGON SCHEME (CATEGORY-A & B)” OR JOINTLY OWNED WAGONS

7.1 **Wagons procured under “Own Your Wagon scheme (Category- A & B)” or under “Wagon Investment Scheme(WIS)”:**

In the case of wagons procured under “Own Your Wagon Scheme (Category-A & B)” or under “Wagon Investment Scheme(WIS)”, extant free time

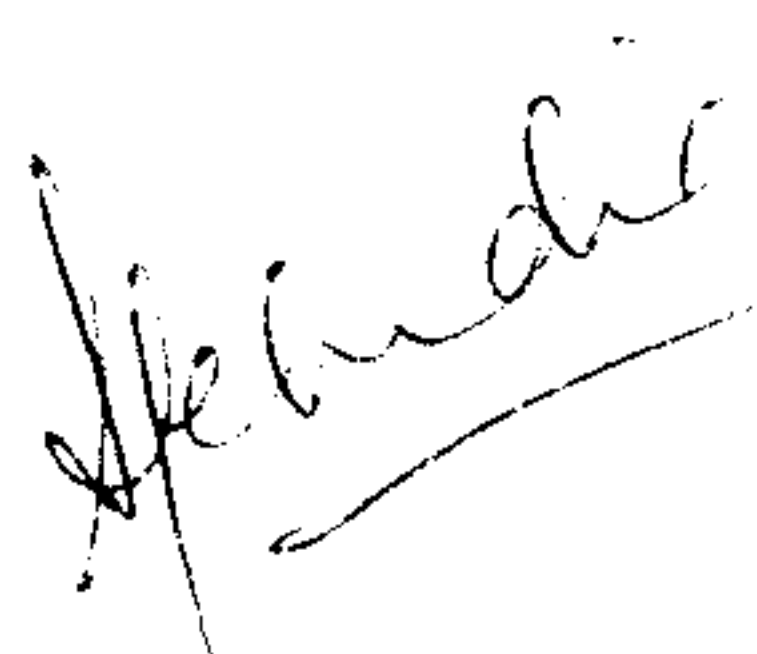

&Demurrage Rule as applicable for detention of railway owned stock by normal rail users (i.e. other than steel plants) will be applicable.

7.2 Jointly owned wagons:

In the case of jointly owned wagons, extant free time and Demurrage rules as applicable for detention of railway owned stock by normal rail users (i.e. other than steel plants) will be applicable. However, Demurrage Charge will be levied @50% of the rate of Demurrage Charge.

8.0 MISCELLANEOUS

- 8.1 Demurrage rule is applicable in case of dummy wagons attached to ODC rakes.
- 8.2 Demurrage rule is also applicable in the case of General Service Wagon leased out to various Departments for their use. However, it is not applicable in case of General Service Wagons which are declared condemned and subsequently excluded from general pool and are sometime handed over to Engineering Department, who after making some addition/alteration and minor repair, use them for transporting sleeper etc.
- 8.3 Demurrage rule is not applicable in the case of BOB wagons which have been introduced mainly for transporting ballast for Engineering Department and are not public wagons.
- 8.4 Sundays are reckoned (i.e. Sundays are not treated as dies non) for the purpose of levy of Demurrage at all freight terminals including stations/goods sheds which are notified as 'Notified Stations' in terms of Section 89 of the Railways Act, 1989.

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Part-IISub: Rules regarding Wharfage and Stacking**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.
- 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.
- 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.

3.0 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	05 working hours from the expiry of free time for loading of wagons/rake
Group II	07 working hours from the expiry of free time for loading of wagons/rake
Group III	10 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	08 working hours from the expiry of free time for unloading of wagons/rake
Group II	12 working hours from the expiry of free time for unloading of wagons/rake
Group III	20 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.

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.

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.

- 3.5 National Holidays, namely 26th January, 15th August and 2nd October will not be reckoned when 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.
- 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.
- 3.7 Wharfage rules will also be applicable when loading of consignments is done from the truck standing in railway premises to wagon, or vice versa.

4.0 RATES OF WHARFAGE CHARGE

- 4.1 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.

Duration of excess detention (i.e. detention beyond permissible free time)	Rate of Wharfage (per wagon per hour or part of an hour)
Upto 4 hours	Base rate (Group I: Rs.150/-; Group II: Rs.120/-; Group III: Rs.75/-)
Beyond 4 hrs & upto 12hrs	Two times the base rate
Beyond 12hrs & upto 24hrs	Three times the base rate
Beyond 24 hrs. & upto 48 hrs.	Four times the base rate
Beyond 48 hrs.	Six times the base rate

Illustrations:

- (i) If the detention of a consignment at a Group-I goods shed is 4hours beyond the permissible free time for its removal, the Wharfage Charge will be Rs.150 x 4hrs = Rs.600 per wagon.
- (ii) If the detention of a consignment at a Group-I goods shed is 7hours beyond the permissible free time for its removal, the Wharfage Charge will be Rs.300 x 7hrs = Rs.2100 per wagon.

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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. 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 Guidelines for advance stacking at Railway premises

6.1 Advance stacking of goods at railway premises may be permitted by Zonal Railways without levy of any charge for this purpose.

6.2 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.

6.3 Permission for advance stacking will be granted to such rail users only, who have indented for the wagons.

6.4 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.

6.5 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.

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6.6 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.

6.7 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.

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

6.9 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.

6.10 Records of particulars (e.g. date, time etc.) should be maintained in all cases where advance stacking has been permitted.

6.11 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.

6.12 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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Part-III**Sub: Rules regarding Waiver and Write off****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.1200/-	Rs.1,200/-
6	ACM/ATM/Area Officer in junior scale	Rs.600/-	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.

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.

- 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.

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.

In the case of Demurrage, prepayment will be compulsory at the time of preferring application for waiver, except in case of (i) large sidings like those of power houses, steel plants etc. (ii) Platinum, Gold and Silver customers even when they handle their traffic at railway terminals e.g.goods sheds.

- 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.

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- 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.
- 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) 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 Application for waiver of demurrage in case of detention beyond 24 hours of the permissible free time should be disallowed, except for situations covered under force majeure clause and/or extreme law and order situations, such as imposition of curfew.

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2.12 Recording of speaking orders in all cases of waiver will be mandatory. However, in the case of sidings where traffic levels handled are high, it should suffice to stipulate that speaking orders should be recorded while dealing with waiver cases of a month separately for each stream of traffic and, also, for different types of stocks within that stream.

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 Time frame for disposal of application/appeals for waiver

4.1 In cases where the power for consideration of the application for waiver is vested in an officer at Divisional level--One month from the day of receipt of first application. In case of non adherence to the stipulated time line in exceptional situations (e.g.post being vacant etc.), the application should be immediately placed for consideration of next higher authority.

- 4.2 In cases where the power for consideration of the application for waiver is vested in an officer at the Zonal level--Two months from the day of receipt of first application. Again, in case of non adherence to the stipulated time line in exceptional situations (e.g. post being vacant, etc.), the application should be immediately placed for consideration of next higher authority.
- 4.3 The afore-mentioned time frames shall apply in case of appeals against the decision of lower authority also.
- 4.4 After the expiry of total time for making an application for waiver and the time prescribed for its disposal, the outstanding Demurrage/Wharfage amount would be billed and collected, along with freight, through the RR of the first/next booking made by the customer.
- 4.5 Waiver application should be processed on a month to month basis and a single speaking order be recorded for, say, each stream of traffic.
- 5.0 The waiver of Demurrage/Wharfage charge should be dealt as per the instructions contained herein.

6.0 Refund

- 6.1 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.
- 6.2 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.
- 6.3 Refund of waived amount of Demurrage/Wharfage Charge should be made expeditiously through pay orders/cheque by Commercial Department of the Division.
- 7.0 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.

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8.0 **Waiver of Stacking Charge**

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

9.0 **Waiver of Stabling Charge**

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.

10.0 **Write off of Demurrage/Wharfage**

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.

11.0 **Write off of Stacking Charge**

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

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Illustrations with respect to Para 2.2.2 of Rules regarding Demurrage and Stabling

Illustration No.1

Particular of rake	Time of arrival	Time of placement	Time for reckoning of free time	Time of release	Excess detention = (time of release – time of placement) – free time
A BOXN rake is placed in one spur in one placement	10.00	10.00	10.00	20.00	(20.00 – 10.00) – 9hrs. = 1hr.
A BCN rake is placed in one spur in one placement	11.55	12.00	12.00	23.00	(23.00 – 12.00) – 9hrs. = 2hrs.

Illustration No.2

Particular of rake	Time of arrival	Time of placement			Time of release		Period of dies non	Excess detention = (time of release of the last part – time of placement of first part) – free time – total period of dies non
A BCN Rake is placed in one spur in three placements at goods shed 'X'	06.00	Part	Time	Part	Time			(24.00 – 06.45) – 9 hrs. – 40 min. = 7 hrs. 35 min.
		1 st part	06.45	1 st part	12.15		-	
		2 nd part	12.30	2 nd part	17.00		12.30 – 12.15 = 15 min.	
		3 rd part	17.25	3 rd part	24.00		17.25 – 17.00 = 25 min.	
		Total period of dies non					15 min. + 25 min. = 40 min.	
A BOXN rake is placed in one spur in two placements at siding 'Y'	10.00	Part	Time	Part	Time			(23.00 – 10.15) – 9 hrs. – 15 min. = 3 hrs. 30 min.
		1 st part	10.15	1 st part	17.15		-	
		2 nd part	17.30	2 nd part	23.00		17.30 – 17.15 = 15 min.	
		Total period of dies non					15 min.	




Illustrations with respect to Para 2.2.2 of Rules regarding Demurrage and Stabling

Illustration No.3

Particular of rake	Time of arrival	Time of placement		Actual time		release	Dies non = (time of subsequent placement – time of 1 st placement) – 2 hrs.		Deemed actual release time – dies non		Excess detention = (deemed release time of the rake – time of placement of 1 st part) – free time
A rake consisting of 58 BOXN wagons is placed in three spurs at goods shed 'A'	06.00	Spur	Time	Spur	Time				Spur	Time	
		1 st spur	06.30	1 st spur	12.15	-	-		1 st spur	12.15	(18.15 – 06.30) – 9 hrs. = 2 hrs. 45 min.
		2 nd spur	07.00	2 nd spur	17.00	0 as (07.00 – 06.30) < 2 hrs.			2 nd spur	17.00 – 0 = 17.00	
		3 rd spur	10.15	3 rd spur	20.00	1 hr. 45 min. as (10.15 – 06.30) – 2 hrs. = 1 hr. 45 min.			3 rd spur	20.00 – 1 hr. 45 min. = 18.15	
A rake consisting of 45 BCN wagons is placed in two spurs at goods shed 'B'	08.00	1 st spur	08.30	1 st spur	20.00	...			1 st spur	20.00	(20.00 – 08.30) – 9 hrs. = 2 hrs. 30 min.
		2 nd spur	09.00	2 nd spur	17.00	0 as (09.00 – 08.30) < 2 hrs.			2 nd spur	17.00 – 0 = 17.00	
A rake consisting of 45 BCN wagons is placed in three spurs at goods shed 'C'	06.15	1 st spur	06.30	1 st spur	17.00			1 st spur	17.00	(18.30 – 06.30) – 9 hrs. = 3 hrs.
		2 nd spur	09.00	2 nd spur	19.00	30 min. as (09.00 – 06.30) – 2 hrs. = 30 min.			2 nd spur	19.00 – 30 min. = 18.30	
		3 rd spur	10.00	3 rd spur	18.00	1 hr. 30 min. as (10.00 – 06.30) – 2 hrs. = 1 hr. 30 min.			3 rd spur	18.00 – 1 hr. 30 min. = 16.30	

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Illustrations with respect to Para 4.4 of Rules regarding Demurrage and Stabling

Illustration (1): at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
10.00	09.30 of the subsequent day	9 hrs. (say)	Before 22.00 (i.e. at 19.00)	No	10.00 to 22.00	12 hrs.	12 hrs.	12 hrs. – 9 hrs. = 3 hrs.
					22.00 to 06.00	8 hrs.	8 hrs.	8 hrs.
					06.00 to 09.30	3 ½ hrs.	3 ½ hrs.	3 ½ hrs.
					Total			14 ½ hrs.

Illustration (2) at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
14.00	08.00 of subsequent day	8 hrs. (say)	At 22.00	No	14.00 to 22.00	8 hrs.	8 hrs.	8 hrs. – 8 hrs. = 0
					22.00 to 06.00	8 hrs.	8 hrs.	8 hrs.
					06.00 to 08.00	2 hrs.	2 hrs.	2 hrs.
					Total			10 hrs.

Illustration (3) at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
15.00	10.00 of subsequent day	9 hrs. (say)	Beyond 22.00	Yes	15.00 to 22.00	7 hrs.	7 hrs.	7 hrs. – 9 hrs. = - 2 hrs.
					22.00 to 06.00	8 hrs.	8/2 = 4 hrs.	4 hrs. – 2 hrs. of remaining free time = 2 hrs.
					06.00 to 10.00	4 hrs.	4 hrs.	4 hrs.
					Total			6 hrs.

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Illustrations with respect to Para 4.4 of Rules regarding Demurrage and Stabling

Illustration (4): at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
15.00	10.00 on day after subsequent day	9 hrs. (say)	Beyond 22.00	Yes, but only for the first night of loading/unloading	15.00 to 22.00	7 hrs.	7 hrs.	7 hrs. – 9 hrs. = - 2 hrs.
					22.00 to 06.00	8 hrs.	8/2 = 4 hrs.	4 hrs. – 2 hrs. of remaining free time = 2 hrs.
					06.00 to 22.00	16 hrs.	16 hrs.	16 hrs.
					22.00 to 06.00	8 hrs.	8 hrs.	8 hrs.
					06.00 to 10.00	4 hrs.	4 hrs.	4 hrs.
					Total			30 hrs.

Illustration (5): at goods shed where working hour has been extended by four hours beyond 22.00 hours i.e. goods shed having working hours from 06.00 to 02.00 of subsequent day

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
16.00	10.00 of subsequent day	8 hrs. (say)	Beyond 22.00	Yes, but only for the first night of loading/unloading	16.00 to 22.00	6 hrs.	6 hrs.	6 hrs. – 8 hrs. = -2 hrs.
					22.00 to 02.00	4 hrs.	4/2 = 2 hrs.	2 hrs. – 2 hrs. = 0
					06.00 to 10.00	4 hrs.	4 hrs.	4 hrs.
					Total			4 hrs.

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Illustrations with respect to Para 4.4 of Rules regarding Demurrage and Stabling

Illustration (6): at goods shed where working hour has been extended by four hours beyond 22.00 hours i.e. goods shed having working hours from 06.00 to 02.00 of subsequent day

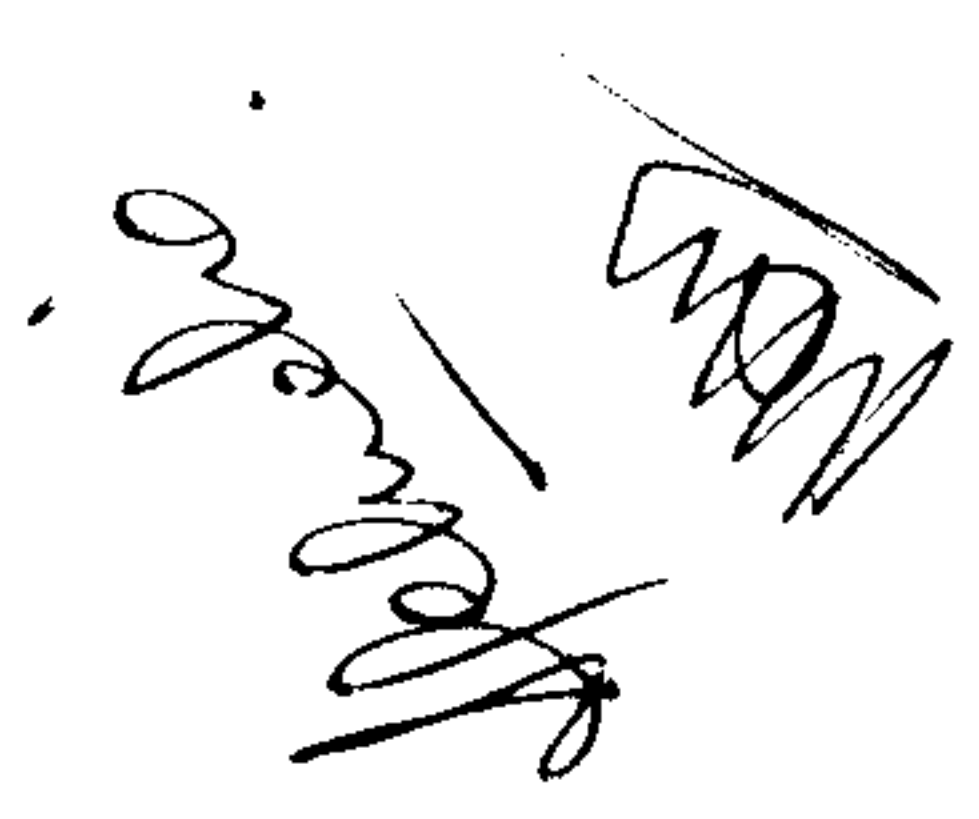
Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
17.00	10.00 on day after subsequent day	8 hrs. (say)	beyond 22.00	Yes, but only for the first night of loading/unloading	17.00 to 22.00	5 hrs.	5 hrs.	5 hrs. – 8 hrs. = -3 hrs.
					22.00 to 02.00	4 hrs.	4/2 = 2 hrs.	2 hrs. – 3 hrs. of remaining free time = - 1 hrs.
					06.00 to 22.00	16 hrs.	16 hrs.	16 hrs. – 1 hrs. = 15 hrs.
					22.00 to 06.00	8 hrs.	8 hrs.	8 hrs.
					06.00 to 10.00	4 hrs.	4 hrs.	4 hrs.
					Total			27 hrs.

Illustration (7) at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
22.00	08.00 on day after subsequent day	9 hrs. (say)	Beyond 22.00	Yes, but only for the first night of loading/unloading	22.00 to 06.00	8hrs.	8/2 = 4hrs.	4hrs. – 9hrs. = -5hrs.
					06.00 to 22.00	16hrs.	16hrs.	16hs. – 5hrs. = 11hrs.
					22.00 to 06.00	8hrs.	8hrs.	8hrs.
					06.00 to 08.00	2hrs.	2hrs.	2hrs.
					Total			21hrs.

Illustration (8) at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
02.00	08.00 on day after subsequent day	9 hrs. (say)	Before 22.00	In this case the rake has been placed during 22.00 – 06.00, the incentive is permissible, but only for the first night of loading/unloading	02.00 to 06.00	4hrs.	4/2 = 2hrs.	2hrs. – 9hrs. = -7hrs.
					06.00 to 22.00	16hrs.	16hrs.	16hrs. – 7hrs. = 9hrs.
					22.00 to 06.00	8hrs.	8hrs.	8hrs.
					06.00 to 08.00	2hrs.	2hrs.	2hrs.
					Total			19hrs.



Illustrations with reference to Wharfage and Stacking Rules

Para No. of Part-II	Illustration
1.1	A loaded BCN rake has been placed at 08.00 at Group-I station having round the clock working. Free time for removal of consignment will start after 17.00 (08.00 + 9 hrs. of free time for unloading of BCN rake). Wharfage Charge will be levied if the consignment is not removed till 01.00 hours of subsequent day (i.e. 17.00 + 8 hrs. of free time for removal of goods unloaded from rake at Group-I station.
4	<p>In case unloaded consignment left behind is part of a wagon, Wharfage Charge will be levied on wagon basis.</p> <p>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 hrs. beyond free time, then Wharfage Charge will be levied for 10 BCN wagons. Wharfage Charge will be Rs.150x10 wagons x 3 hrs. = Rs.4500/-</p>
	<p>In case of consignment brought at station for loading, 60 tonne will be equated as one wagon.</p> <p>For example: Certain consignments have been brought at Group-I station for loading in BOXN rake. If 450 tonne of the consignment is left over at Railway premises for 10.00 beyond free time, left over consignment in terms of wagons will be 8 wagons (i.e. 450 tonne/60 tonne = 7.5 wagons rounded off to 8 wagons). Wharfage Charge will be Rs.300x8 wagons x 10 hrs. = Rs.24000/-</p>
6.8	Certain rail user has started advance stacking on 15 th June at 10.00. Cancellation of indent is not permissible till 10.00 of 30 th of June. If he cancels his indent at 14.00 of 24 th of June, Stacking Charges will be levied from 10.00 of 15 th of June till the time he vacates the Railway premises, even if wagons have not been supplied.
6.9	Certain rail user has started advance stacking on 10 th of January. He cancels his indent at 17.00 of 27 th of January and wagons have not been supplied till then. No Stacking Charge will be levied till 17.00 of 28 th of January. But he will have to remove his consignment by 17.00 of 28 th of January, else Wharfage Charge will be levied from 17.00 of 28 th of January.
6.11	Certain rail user has started advance stacking on 12 th April as per advance stacking permission wherein four days permission has been granted. Advance stacking permission will lapse on 15 th April. Wagons are supplied on 19 th of April. No Stacking Charge is leviable till 19 th of April and expiry of free time for loading of such wagons.