

BEFORE THE NATIONAL GREEN TRIBUNAL PRINCIPAL BENCH**NEW DELHI****OA NO. 323 OF 2022****IN THE MATTER OF ::****G.Pramod Naidu****...Applicant****VERSUS****DRM Eastern Railway & Ors.****...Respondents****INDEX**

NDOH. 22.03 2023

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Through**GIGL.C.GEORGE, ADVOCATE
STANDING COUNSEL(UOI)
CH.NO.457, DELHI HIGH COURT,
NEW DELHI**

Mob- 9810625315

Email- gigicgeorge.adv42@yhoo.in

BEFORE THE NATIONAL GREEN TRIBUNAL PRINCIPAL BENCH**NEW DELHI****OA NO. 323 OF 2022****IN THE MATTER OF:****G.Pramod Naidu****...Applicant****VERSUS****DRM Eastern Railway & Ors.****...Respondents****Reply on behalf of the Railway Board**

I, Jasbir Singh S/o. Shri Dhoop Singh, Aged about 51 years, presently working as Deputy Director/ EnHM Office at Railway Board, Rail Bhawan, New Delhi do hereby solemnly affirm and declare as under:

1. I state that I am authorized in my official capacity to swear and depose to the present affidavit on behalf of answering Respondent No.6 and as such, I am fully conversant with the facts and the circumstances arising in O.A No. 323/2022 based on the records of the case.
2. That the grievance made by Mr. G. Pramood Naidu, in the present letter petition is a resident of Bilaspur, Chhattisgarh imputed that South Eastern Railway is transporting coal filled from Bilaspur in open coaches due to which coal dust is spreading and causing heavy air pollution creating serious health hazards to local residents living near railway tracks.
3. Hon'ble NGT has ordered that while filing the reply, Respondent No.6 shall specifically mention their view point regarding covering of loose/bulk consignment

Jasbir
14/3/23
(Jasbir Singh)
Deputy Director/ENHM
Ministry of Railways
Railway Board
New Delhi

Including coal by Trapualin and taking of another appropriate measure for abatement of air pollution.

4. That the Ministry of Railways from time to time issued various circulars regarding transportation and packing condition of goods moved by Railways. Indian Railways has two types of Wagons i.e. Open Wagon and Covered Wagon. Generally food items are transported in covered wagons. Circular No.24 of 2006 dt.23.03.2006 of Ministry of Railways specify the revised packing conditions for goods moved by Rail which is already annexed with the reply of Respondent No.1. The said circular specifies the general conditions, specific packing conditions, bagged consignments, loose/bulk consignments etc. The said circular in P-2 a) says "No specific packing condition is required for commodities such as Ashes, Bricks, Coal & Coke, Gypsum, Clay, Limestone & Dolomite, Pig Iron, Sand, Stone, Ores etc. which are offered in Bulk/Loose consignments".
5. The Ministry of Railways vide Order No.ERB-1/2016/23/19 dt.08.04.2016 constituted a two members committee to study and submit report on the extent of pollution in handling of pollution intensive commodities at Sidings and Good Sheds and action to be taken. The report of the said Committee is already annexed with reply of Respondent No.1. The said committee in its report has clearly specified and discussed regarding Coal and Mineral handling. In this report the committee has inter-alia recommended certain measures with regard to Coal and mineral handling which are below
 - a) As far as possible loading/unloading of such commodities should be kept away from the residential area, school/colleges, historical monuments, religious places. ecological sensitive areas as well as forest areas.

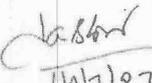
Jasbir
14/3/23
(Jasbir Singh)
Deputy Director/ENHM
Ministry of Railways
Railway Board
New Delhi

- b) The sidings should preferably have mechanized loading/unloading system from rolling stock.
 - c) Efforts should be made to minimize/reduce drop heights so as to control spreading of dust during loading and unloading operations.
 - d) The stockpiles should have adequate dimensions so that wind erosion from the stockpile will be minimum. The loading/unloading at stockpile should preferably be done by mechanized means.
 - e) Sidings should have paved approach roads with adequate traffic carrying capacity. The existing haul roads which are in bad condition should be repaired and maintained. The roads should have proper camber to avoid the water logging on the roads.
 - f) The heavy loading and unloading traffic siding should preferably have dust screen walls all along periphery of the premises with adequate height.
 - g) Water sprinkling system should be used at loading/unloading point and along the haul roads either mechanized or through water tankers.
 - h) Proper waste water/drainage system shall be provided at sprinkling area of loading, unloading and storage so that water drained is collected at a common tank and can be reused.
 - i) The loading/unloading points should be provided with thick rows of plantation having tall growing trees all along the periphery, inside and outside of the premises and along the road.
6. That taking into account the recommendations of the committee constituted by the Ministry of Railways on the subject matter on 08.04.2016, which are accepted by Railway Board, fresh directions were also issued to all General Managers and Zonal Railway offices by Railway Board's letter No. 2105/EnHM/15/01 dt.16.04.2018 for

Jasbir
17/3/23
(Jasbir Singh)
Deputy Director/ENHM
Ministry of Railways
Railway Board
New Delhi

Strictly compliance. The copy of said directions is already annexed with the reply of Respondent No.1 wherein following directions were issued to all Zonal Railways:-

- a) Wherever new siding/goods shed/Private freight Terminal/ any loading/unloading point is being developed / constructed, 'Consent to Establish' should be taken from State Pollution Control Board by the owner or the railway as the case may be in accordance with the provisions of State Pollution Control Board, keeping in view the notified areas / air pollution control areas and Sechanized 5 ion of Industrial Sectors.
- b) Wherever the sidings are existing, 'Consent to Operate' / 'Consent for Operation' should be obtained from State Pollution Control Board by either owner or by the railway as the case may be in accordance with the provisions of State Pollution Control Board, keeping in view the notified areas / air pollution control areas and categorization of Industrial Sectors.
- c) Zonal Railways must be aware of Air Pollution Control Areas notified by respective SPCBS and ensure compliance to applicable environmental legislations. Necessary clause may be incorporated in agreements of sidings. For railway owned sidings and goods sheds, the responsibility lies directly with the Railways.
- d) In addition to air pollution, water pollution and noise pollution should also be taken care of depending upon the extent of pollution and environmental impact for specific commodities and locations.
- e) Paved approach roads with adequate traffic carrying capacity should be provided at each loading/unloading point. The existing roads which are in bad condition should be repaired and maintained.
- f) To control dust pollution, water sprinkling system through Sechanized system or tankers should be provided as per requirement. Proper waste water/drainage system shall be provided at loading/unloading points as per requirement.


14/3/23
(Jasbir Singh)
Deputy Director/ENHM
Ministry of Railways
Railway Board
New Delhi

- g) Appropriate green belt cover to be provided at the loading/unloading point to mitigate pollution.
- h) Where necessary, the heavy loading and unloading traffic handling points to be provided with dust screen walls along periphery of the premises with adequate height.
7. That the Ministry of Railways vide Circular No. TCR/1057/2018/02 dated 30.09.2019 has laid down provision of tarpaulin sheet for covering open and flat wagons by the consignor at their own cost. Due precaution should be taken while transporting/handling pollution intensive commodities. Tarpaulin sheet for covering the wagons should be securely tied before transportation to comply directives of State Pollution Control Board.
8. The Ministry of Railways vide Circular No.TC-1/2019/201/6- Part(1) dt.21.10.2020 has provided additional free time of one hour per rake for covering open wagons with Tarpaulins during loading of loose/bulk commodities (i.c. Coal, & Coke etc.) at all kinds of freight terminals i.e. good sheds, siding (including EOL Siding). The copy of the said circular is already annexed with the reply of Respondent No.1
9. That it is evident and apparent from the above paras that the Railway is taking various measures to reduce pollution while loading and transporting goods from one place to another and compliance of various directions of the State Pollution Control Boards are executed.
10. That no additional fact or ground has been pleaded in this affidavit.

Jasbir
14/3/23
DEPONENT
(Jasbir Singh)
Deputy Director/ENHM
Ministry of Railways
Railway Board
New Delhi

VERIFICATION

Verified at New Delhi on this 14th day of March, 2023 that the contents of the above Affidavit are true and correct to my knowledge, and no part of it is false. Likewise, nothing material has been concealed there from.

Jasbir
14/3/23

DEPONENT

(Jasbir Singh)
Deputy Director/ENHM
Ministry of Railways
Railway Board
New Delhi

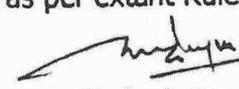
No.ERB-I/2016/23/19

New Delhi, dated 08.04.2016

ORDER

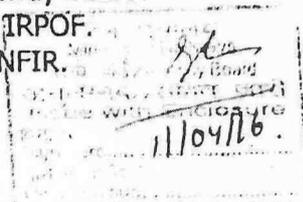
Ministry of Railways (Railway Board) have decided to constitute a Committee to study the extent of pollution in handling of pollution intensive commodities at Sidings and Goods Sheds. The Committee will consist of the following:-

- 1) Executive Director/EnHM(ME), Railway Board Convener
- 2) Smt. Archana Srivastava,
Regional Nodal Officer/Northern Region/Swachh Bharat AbhiyanMember
2. The Terms of reference of the Committee will be as under:-
 - (i) To study and submit report on the extent of pollution in handling of pollution intensive commodities at Sidings and Goods Sheds and actions to be taken; and
 - (ii) The Committee can take assistance of an expert Consultant for arriving at their final recommendation. Expert Consultant should be engaged by EnHM Directorate of Railway Board through a Railway PSU.
3. The Committee should submit its report within a period of six months from the date of issue of notification.
4. The Headquarter of the Committee will be at New Delhi.
5. Environment Directorate of Railway Board will be the Nodal Branch for functioning of the Committee. Therefore, all related works/issues including Parl. Questions, RTI cases, their execution and other formalities should be dealt with by the Nodal Branch.
6. The Convener and Member of the Committee will draw TA/DA as per extant Rules.


(Adesh Kumar)
Under Secretary (Estt.)-II
Railway Board
08/4/16
o/c

Copy to:-

1. The General Managers, all Indian Railways (Including Metro & CORE) Construction and Production Units.
2. The Director General, RDSO, Lucknow and NAIR, Vadodara.
3. PS/MR, EDPG/MR, PS/MOS(R), Adv(PG)/MOS(R) and ED(Innovation)/MOS(R).
4. PSOs/Sr.PPSs/PPSs/PSs to CRB, FC, MS, ME, MM, ML, MT, Secy., DG/RPF, DG/RHS, All AMs/Advisers/EDs, JS(G), JS(G)II, JS, JS(E)I & II, JS(P), JS(D), ED/EnHM(ME), ADG(PR), DIP, Dir(E), DF(CCA), DFA, Dir(GA), Dir(Tele), Dir(A), DS(O&M), US(P), US(A)I & II and US(Protocol), Railway Board.
5. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow.
6. The FA&CAO, Northern Railway, New Delhi.
7. The Pay & Accounts Officer, Railway Board.
8. The Secretary General, FROA & IRPOF.
9. The General Secretary, AIRF & NFIR.


11/04/16

Contd.....2/-

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2015/EnHM/15/01

New Delhi, dated 16.04.2018

General Managers,
All Zonal Railways

SUB: Pollution at Railway Sidings and Goods Sheds

A Committee of ED/EnHM/ME/RB and CCM/Catering/NR was nominated vide Railway Board's Order No. ERB-I/2016/23/19, dated 08.04.2016 and 16.01.2017/08.08.2017 to Study and submit Report on the extent of pollution in handling of pollution intensive commodities at Sidings and Goods Sheds and actions to be taken.

Based on recommendations of the Committee accepted by Board (MRS & MT) following directions are issued :

1. Keeping in view the statutory / legislative provisions

- a) Wherever new siding/goods shed/Private freight Terminal/ any loading / unloading point is being developed / constructed, 'Consent to Establish' should be taken from State Pollution Control Board by the owner or the railway as the case may be in accordance with the provisions of State Pollution Control Board, keeping in view the notified areas / air pollution control areas and categorisation of Industrial Sectors.
- b) Wherever the sidings are existing, 'Consent to Operate' / 'Consent for Operation' should be obtained from State Pollution Control Board by either owner or by the railway as the case may be in accordance with the provisions of State Pollution Control Board, keeping in view the notified areas / air pollution control areas and categorisation of Industrial Sectors.
- c) Zonal Railways must be aware of Air Pollution Control Areas notified by respective SPCBs and ensure compliance to applicable environmental legislations. Necessary clause may be incorporated in agreements of sidings. For railway owned sidings and goods sheds, the responsibility lies directly with the Railways.
- d) In addition to air pollution, water pollution and noise pollution should also be taken care of depending upon the extent of pollution and environmental impact for specific commodities and locations.

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2. Some protective measures to be taken at loading/unloading points by the owner or railways as the case may be, are

- a) Paved approach roads with adequate traffic carrying capacity should be provided at each loading /unloading point. The existing roads which are in bad condition should be repaired and maintained.
- b) To control dust pollution, water sprinkling system through mechanised system or tankers should be provided as per requirement. Proper waste water/drainage system shall be provided at loading/unloading points as per requirement.
- c) Appropriate green belt cover to be provided at the loading/unloading point to mitigate pollution.
- d) Where necessary, the heavy loading and unloading traffic handling points to be provided with dust screen walls along periphery of the premises with adequate height.

Copy of the report of the Committee No. 2015/EnHM/15/01 dated 16.08.2017 in six pages is enclosed for necessary action by all Zonal Railways.

A Report on *Inventorisation of Railway Sidings and Guidelines for their Environment Management* submitted to Central Pollution Control Board by RITES in March 2015, which is available on the website of CPCB cpcb.nic.in under New Reports, may also be seen for guidance.

Encl: Report of the Committee
in six pages.

Shivendra Mohan
(Shivendra Mohan)
Executive Director
EnHM / ME

Copy to PCCMs,
All Zonal Railways

No. 2015/EnHM/15/01

Report of the Committee to Study the extent of pollution in handling of pollution intensive commodities at Sidings and Goods Sheds and action to be taken.

1.0 Background

Ministry of Railways (Railway Board), vide Order No. ERB-I/2016/23/19, dated 08.04.2016 and 16.01.2017, constituted a Committee to study and submit report on the extent of pollution in handling of pollution intensive commodities at Sidings and Goods Sheds and actions to be taken. Accordingly, following officers were nominated by Board-

- (i) Shri Shivendra Mohan, ED/EnHM/ME/Railway Board as Convenor
- (ii) Smt. Archana Srivastava, CCM/Ctg/NR as Member

Terms of Reference given to the Committee are as follows -

- To study and submit report on the extent of pollution in handling of pollution intensive commodities at Sidings and Goods Sheds and action to be taken.
- The Committee can take assistance of an expert Consultant for arriving at their final recommendation. Expert consultant will be engaged by EnHM Directorate through a Railway PSU.

2.0 Methodology

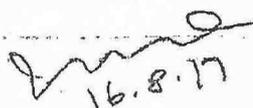
The Committee on the basis of terms of reference held discussion with officials of RITES who had studied and prepared a report on *Inventorisation of Railway Sidings and Guidelines for their Environment Management*. Besides, Committee held discussions with number of Zonal Railways and former Member Secretary of CPCB. Committee also went through a number of documents available on the subject. The main documents are listed below-

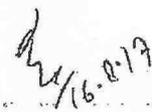
- (i) Legislation on the subject- "*The Air (Prevention and Control of Pollution) Act, 1981*" and its amendment issued in 1987.
- (ii) Directives/Circulars on the subject issued by the Ministry of Railways.

- (iii) Report on *Inventorisation of railway sidings and guidelines for their environment management* submitted to Central Pollution Control Board by RITES in March 2015. This report is available on the website of CPCB cpcb.nic.in under New Reports.
- (iv) Final document on Revised Classification of Industrial Sectors under Red, Orange, Green and White Categories (February, 2016) published by CPCB.
- (v) Reports from various Zonal Railways on sidings/goods shed etc.

3.0 Observations

- 3.1 During the preliminary meetings held by the Committee it was decided to collect data from Zonal Railways so that field position can be assessed. Further, Committee also went through report on *Inventorisation of railway sidings and guidelines for their environment management* in detail and decided that since complete study has been done by RITES prior to finalization of the report therefore, it was felt that there is no need to engage any consultant for further studies.
- 3.2 Committee on the basis of discussions and data collected from Zonal Railways noted that on some of the Zonal Railways for some of the commodities, consent from State Pollution Control Board either is taken prior to opening of siding or of the existing siding. This is mainly subjective and largely dependent on the fact that wherever there has been issues raised by the local public or a case filed by the local public with State Pollution Control Board, the railways have gone ahead and taken permission.
- 3.3 Further, it was observed by the Committee from the Report on *Inventorisation of railway sidings and guidelines for their environment management* that mostly the sidings have some or other kind of pollution control mechanism already in place wherever there is manual loading/unloading. For example-water sprinkler, covering of material by plastic sheets, plantation etc. However, it is felt that in some cases these measures are either not sufficient or are not covering the Pollution Control Board's guidelines as such there is need to upgrade the same.
- 3.4 The committee also observed that different kind of measures are required for managing pollution of different kind from different type of commodities.


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(i) **Coal and mineral handling points**

Generally, dust pollution in such sidings is much more as compared to rest of the commodities. Hence the sidings involving these commodities need more protective measures to minimise the generation of dust pollution from various activities involved at sidings. It is felt by the committee that-

- As far as possible loading /unloading of such commodities should be kept away from the residential area, school/colleges, Historical Monuments, Religious Places, Ecological sensitive areas as well as forests areas.
- The sidings should preferably have mechanized loading/unloading system from rolling stock.
- Efforts should be made to minimise/ reduce drop heights so as to control spreading of dust during loading and unloading operations.
- The stockpile should have adequate dimensions so that wind erosion from the stockpile will be minimum. The loading/unloading at stockpile should preferably be done by mechanised means.
- Sidings should have paved approach roads with adequate traffic carrying capacity. The existing haul roads which are in bad condition should be repaired and maintained. The roads should have proper camber to avoid the water logging on the roads.
- The heavy loading and unloading traffic siding should preferably have dust screen walls all along periphery of the premises with adequate height.
- Water sprinkling system should be used at loading /unloading point and along the haul roads either mechanised or through water tankers.
- Proper waste water/drainage system shall be provided at sprinkling area of loading, unloading and storage so that water drained is collected at a common tank and can be reused.
- The loading/unloading points should be provided with thick rows of plantation having tall growing trees all along the periphery, inside and outside of the premises and along the road.

(ii) **POL handling points**

The Committee feels that in case of POL unloading/loading points following is required-

- All components of POL loading /unloading depot should be designed and maintained as per specified standards of oil companies fulfilling safety provisions (OISD standards).

- The loading/unloading operation shall be carried out under close supervision of authorised person.
- Network of drainage system along the rail track to collect drained oil from various equipment and other places of likely oil spillage. The drainage shall lead to oil water separator (OWS) / effluent treatment plant (ETP).
- Loading points to have quick shut-off valves to avoid leakages.
- Waste water and storm water collection and disposal system.
- Roads should be provided to serve all areas requiring access for the operation, maintenance and fire fighting.

(iii) **Other loading/unloading points**

It has been noted by the Committee that the major dust pollution is generated through haul roads at food grain, fertilizer, other common commodity handling points. Haul roads at many sidings of this category are in bad condition and need immediate repair.

- Sidings should have paved approach roads.
- Water sprinkling system through mechanised system or tankers should be provided as per requirement.
- These siding shall ensure regular sweeping of dust from road and also ensure that there is adequate space for free movement of vehicles.
- Proper waste water/drainage system shall be provided at sidings/goods sheds.
- The waste water should be collected at a common tank and can be reused after screening or providing effective treatment.
- The siding area should have thick green belt cover to control the air and noise pollution.

3.5 In **C & AG** report no. 21 of 2012-13 (Railways) Para 2.3.1 it is noted that Railway Board had stipulated (June' 2009) that before issue of Railway Receipt for booking of freight (Iron ore, steel and cement) Railway Administration should ensure one time submission of consent for operation (CFO) to the Sr. DCM of the Division in which the loading takes place. Test check by Audit revealed that CFO was obtained only for 55 % (19 out of 34) sidings. It is also noted that some Railways are interpreting Railway Board's instructions of June' 2009 as though obtaining of CFO was not required for sidings with only unloading facilities.

3.6 Third report of **Public Accounts Committee** (2014-15, 16th Lok Sabha) - Environment Management in Indian Railways, Stations, Trains & Tracks have stated that consent for operation from State Pollution Control Board was obtained in only 55% of

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the sidings test checked. Specific guidelines have not been issued to Zonal Railways for obtaining consent for operation (CFO) under Air (Prevention and Control of Pollution) Act 1981 from the SPCB concerned. This has resulted in inconsistency and variable understanding of issue by various Zonal Railways.

- 3.7 In the Revised Classification of Industrial Sectors under Red, Orange, Green and White Categories (February, 2016) published by CPCB, Industrial Sectors have been categorised under Red, Orange, Green and White Categories. 'Mineral stack yard / Railway sidings' have been included in Green Category. 'Facility of handling, storage and transportation of food grains in bulk' is also included in Green Category. State Pollution Control Boards can do additions to this list. Obtaining 'Consent to Operate' is not necessary only for White Category of Industries.

4.0 Statutory Provisions

From the Air (Prevention and Control of Pollution) Act, it is noted that -

- (a) As per provision in Sec. 21 (1) & (2), no person can establish or operate any industrial plant without the previous consent of State Pollution Control Board. Every application for consent shall be made in Form I and shall be accompanied by prescribed fee.
- (b) U/S 22, 22(A) operating any industrial plant so as to cause emission of any air pollutant in excess of standard laid down by State Board is liable for litigation by the Board.
- (c) U/S 19 of the Act, the State Govt. in consultation with SPCB is vested with power to declare Air Pollution Control Area in which provisions of the Act shall be applicable.

5.0 Recommendations

- 5.1 Keeping in view the statutory / legislative provisions it is recommended that-
- a) Wherever new siding/good shed/Private freight Terminal/ any loading unloading point is being developed / constructed, 'Consent to Establish' should be taken from State Pollution Control Board by the owner or the railway as the case may be in accordance with the provisions of State Pollution Control Board, keeping in view the

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notified areas / air pollution control areas and categorisation of Industrial Sectors.

- b) Wherever the sidings are existing, 'Consent to Operate' / 'Consent for Operation' should be obtained from State Pollution Control Board by either owner or by the railway as the case may be in accordance with the provisions of State Pollution Control Board, keeping in view the notified areas / air pollution control areas and categorisation of Industrial Sectors.
- c) Zonal Railways must be aware of Air Pollution Control Areas notified by respective SPCBs and ensure compliance to applicable environmental legislations. Necessary clause may be incorporated in agreements of sidings. For railway owned sidings and goods sheds, the responsibility lies directly with the Railways.
- d) In addition to air pollution, water pollution and noise pollution should also be taken care of depending upon the extent of pollution and environmental impact for specific commodities and locations.

5.2 Committee also recommends some protective measures to minimise air pollution at loading/unloading points by the owner or railways as the case may be and are listed below-

- a) Paved approach roads with adequate traffic carrying capacity should be provided at each loading /unloading point. The existing haul roads which are in bad condition should be repaired and maintained.
- b) Water sprinkling system through mechanised system or tankers should be provided as per requirement. Proper waste water/drainage system shall be provided at loading/unloading points.
- c) The loading/unloading point should have adequate green belt cover to control pollution.
- d) Where necessary, the heavy loading and unloading traffic handling points to be provided with dust screen walls along periphery of the premises with adequate height.

16/16.8.17
(Shivendra Mohan)
ED/EnHM/ME/RB
Convenor
16.08.2017

16.8.17
(Archana Srivastava)
CCM/Catering/NR
Member
16.08.2017

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

No. TCR/1057/2018/02.

New Delhi, Dated :: 30.09.2019

**Principal Chief Commercial Manager
All Indian Railways**

Sub : Covering loaded wagons with Tarpaulin Sheet.

Ref. : (i) Boards letter No. 2015/EnHM/15/01 dated 16.04.2018;
(ii) Rates Circular No. 24 of 2006 dated 23.03.2006;
(iii) Rates Circular No. 27 of 2016 dated 20.10.2016;

Board has been receiving requests for guidelines on the above subject.

Issue has been examined and it has been observed that detailed guidelines for Prevention of Pollution in handling of pollution intensive commodities have been notified by Environment Directorate of Ministry of Railways vide letter referred at (i) above.

General conditions have been notified for packing various commodities being transported by rail. For transportation of loose/bulk consignments, no specific packing condition is required vide letter referred at (ii) above.

As per condition 1.0 (x) (ii) of letter referred at (iii) above, Tarpaulin Sheet, if any for covering the open and flat wagons should be provided by the consignor at their own cost under Freight Incentive Scheme for loading packed consignment in open and flat wagons.

It is therefore, advised that due precaution should be taken while transporting/handling pollution intensive commodities. Tarpaulin sheet for covering the wagons should be securely tied before transportation to comply directive of State Pollution Control Board.

(This disposes off South Eastern Railway's letter No. RA.41/Rates/Misc./(Loose) dated 05.09.2019 and Western Railway's letter No. C 71/1/Pollution-Vol.II dated 15.02.2019)

Shilpi Bishnoi
30/09/19

**Director Traffic Commercial (Rates)
Railway Board**

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

No.TC-I/2019/201/6-Part(1)

New Delhi, dt.21.10.2020

General Manager
 All Zonal Railways

Sub: Additional free time for covering Open Wagons with Tarpaulins
Ref: Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0 and its corrigendum No.13

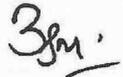
Please refer to Corrigendum No.13 to Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0 on the above mentioned subject.

The matter has been reviewed. In supersession of the aforesaid corrigendum, it has been decided that additional free time of one hour per rake may be permitted for covering open wagons with tarpaulins during loading of loose/bulk commodity (e.g. Coal & Coke etc., for which packing condition P2(a) is prescribed in the Goods Tariff) at all kinds of freight terminals e.g. goods sheds, sidings (including EOL sidings), PFTs etc., by incorporating additional Para 2.7 in Chapter-I of Rates Master Circular under reference, as given below-

2.7 Additional Free Time for covering Open Wagons with Tarpaulins

Additional free time of one hour per rake may be permitted for covering open wagons with tarpaulins during loading of loose/bulk commodity (e.g. Coal & Coke etc., for which packing condition P2(a) is prescribed in the Goods Tariff) at all kinds of freight terminals e.g. goods sheds, sidings (including EOL sidings), PFTs etc."

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


 (Atul Kumar)
 Dy. Director, Traffic Commercial(Rates)-I
 Railway Board

No.TC-I/2019/201/6 -Part(1)

New Delhi, dt.21.10.2020

Copy to:

1. Pr. Financial Adviser, All Zonal Railways
2. Dy.C&AG(Rlys), Room No.222, Rail Bhavan, New Delhi.


 for Member (Finance)
 Railway Board
 21.10.2020

No.TC-I/2019/201/6 -Part(1)

New Delhi, dt.21.10.2020

Copy to:

1. **Pr. Chief Commercial Manager**, all zonal railways
2. **Pr. Chief Operations Manager**, all zonal railways
3. **Managing Director**, CRIS, Chanakyapuri, New Delhi-21.
4. **Chief Admn. Officer**, FOIS, Camp: CRIS, Chanakyapuri, New Delhi.
5. **MD, KRCL**, Belapur Bhavan, Sector-11, CBD Belapur, Navi Mumbai-400614.
6. **Director General**, National Academy of Indian Railways, Vadodara.
7. **General Secy.**, IRCA, New Delhi.
8. **Director, IRITM**, Vill-Kanausi, Manaknagar, Lucknow-226011



(Atul Kumar)

**Deputy Director, Traffic Commercial(Rates)-I
Railway Board**Copy for information:

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