

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

No. 2021/TC(FM)/18/23 (Pt-2)

रेल भवन, नई दिल्ली-110001

Rail Bhavan, New Delhi-110001, dated 14.06.2022

**The General Managers.**

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

**Managing Director,  
DFCCIL, New Delhi.**

**Chairman & Managing Director,  
KRCL, Navi Mumbai.**

Sub: **Amendment No. 1** to Master Circular on 'Gati Shakti Multi-modal Cargo Terminal (GCT)/2021/0 dated 15.12.2021'.

Ref: Master Circular on GCT/2021/0 issued vide Board's letter No. 2021/TC(FM)/18/23 dated 15.12.2021.

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The policy guidelines on "Gati Shakti Multi Modal Cargo Terminal (GCT)" were issued to Zonal Railways vide FM Master Circular/GCT/2021 under Board's letter No. 2021/TC(FM)/18/23 dated 15.12.2021.

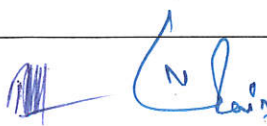
2. Board is in receipt of various suggestions with respect to the provisions of GCT Master Circular 2021, which have been examined in this office and accordingly it has been decided to amend/insert following paras in this Policy.

**Amended/ Inserted paras in GCT Master Circular 2021 :**

<b><u>Existing para to be modified</u></b>	<b><u>Amended/ Inserted para</u></b>
<b><u>New sub-para</u></b> <b>1.2.2.1 (under sub-para 1.2.2 of Main Policy)</b>	<b>1.2.2.1</b> The management of existing terminals desirous of migrating to the GCT policy shall provide a list of all terminals belonging to their company/ its subsidiaries/ parent company/ sister concern over Indian Railways, along with an Undertaking stating that ' <i>there are no Railway dues pending as well as no court cases/ arbitration cases pending over Indian Railways in respect of these terminals.</i> ' Railway shall permit migration to GCT on the basis of the Undertaking submitted (to avoid any delay in approval). However, the detail of Undertaking may be verified by Railway at any stage, and if it is revealed that any false declaration / submission had been made by the party, Railway may take suitable legal action including reversion of the migration to GCT.


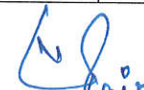
  
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<b>Existing para to be modified</b>	<b>Amended/ Inserted para</b>
<b>New sub-Para</b> <b>1.3 (under para '1 – Introduction' of Main Policy)</b>	<b>1.3</b> Sidings/PFTs that have been partially commissioned (i.e. partially operational, with next phase under construction or under planning/ approval) before 15.12.2021, and whose next phase is planned for commissioning/ becoming operational after 15.12.2021, shall continue to be governed by the policy guidelines under which their 1st phase was commissioned. However, as per para 1.2, such Sidings/ PFTs will also have the option to migrate to the GCT Policy.
<b>Para 3.1 (a) of Main Policy</b> Supporting Documents 1. PAN and TAN	Supporting Documents (for <b>3.1(a)</b> ) 1. PAN 2. TAN (in case of Sole Proprietorship Firm only)
<b>New sub-para</b> <b>3.2 (under 'para 3 – Eligibility for GCT Operators' of Main Policy)</b>	<b>3.2</b> Government/ semi-government agencies and statutory bodies under Central/ State govt. (including Development Authorities and municipal bodies) shall also function as GCTO, to set-up new Cargo Terminal(s).
<b>Para 5.1.1 of Main Policy</b> For the <b>linear</b> connectivity portion of GCT passing through the Railway land, including the land to be acquired by Railway for this purpose under para 17.2 of this policy, only the minimum essential infrastructure of track, OHE and signalling equipment shall be provided at the cost of GCTO (other assets not related to track, signalling, or OHE, if required, shall be constructed by Railway at its own cost). In case of any dispute, the decision of DRM shall be final in this regard	<b>5.1.1</b> For the connectivity portion of GCT passing through the Railway land, including the land to be acquired by Railway for this purpose under para 17.2 of this policy, only the minimum essential infrastructure of track <b>(including bridges and earth work, as required)</b> , OHE and signaling equipment shall be provided at the cost of GCTO (other assets not related to track, signaling, or OHE, if required, shall be constructed by Railway at its own cost). In case of any dispute, the decision of DRM shall be final in this regard
<b>New sub-para</b> <b>5.1.4 (under sub-para 5.1 of Main Policy)</b>	<b>5.1.4</b> Railway shall not levy any Departmental Charges for supervision, inspection and related activities, for the construction of GCT. For the terminals already under construction, the charges payable till the date of launch of the GCT policy (i.e. 15.12.2021) shall be paid by the applicant. Departmental charges already paid by the applicant shall not be reimbursed/ adjusted.
<b>New sub-para</b> <b>5.2.2 &amp; 5.2.3 (under sub-para 5.2 of Main Policy)</b>	<b>5.2.2</b> The GCTO owner, in order to expedite commissioning of his Terminal may also opt for bearing the cost of common user traffic facilities that is to be normally borne by Railways, subject to the condition that <ul style="list-style-type: none"> <li>- Work shall be executed through Railway's approved consultant/contractors.</li> <li>- Ownership of such assets will remain with Railways.</li> <li>- The detail estimate shall be prepared and vetted by the Division.</li> </ul> <b>5.2.3</b> An amount equivalent to ten percent (10%) freight discount only on the total goods traffic handled ( <b>inward as</b>

  
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<i>Existing para to be modified</i>	<i>Amended/ Inserted para</i>
	<b>well as outward)</b> in the GCT shall be <b>reimbursed</b> to the GCTO in lieu of bearing the capital cost for common-user traffic facilities. This reimbursement of capital cost to GCTO shall be done after due verification from the Accounts department of the concerned Division – and shall be for a period of ten years or till the recovery of capital cost, whichever is earlier.
<b>Para 5.5 of Main Policy</b> The connectivity to GCTs shall normally take-off from the existing serving station. However, in case when it is operationally not feasible to provide a connection from an existing serving station, provision of a Block Hut/ Block station (between two existing stations) with required points & crossings may be considered, provided it is operationally feasible. This will be done on the request of GCTO.	<b>5.5</b> The connectivity to GCTs shall normally take-off from the existing serving station. However, in case when it is operationally not feasible to provide a connection from an existing serving station, provision of a Block Hut/ Block station (between two existing stations) with required points & crossings <b>and necessary signaling arrangements</b> may be considered, provided it is operationally feasible. This will be done on the request of GCTO.
<b>Para 5.5.1 of Main Policy</b> In such cases, the entire capital cost of the new Block Hut / Block station and related infrastructure shall be borne by the GCTO. However, <b>this work will be executed by Railway, and</b> ownership of the same shall remain with the Railway.	<b>5.5.1</b> In such cases, the entire capital cost of the new Block Hut/ Block station and related infrastructure shall be borne by the GCTO. However, ownership of the same shall remain with the Railway.
<b>Para 12.1 of Main Policy</b> Commodities Permitted : Unless otherwise specified by Indian Railway, a GCT shall be permitted to book and handle all traffic – including coal and coke, which shall be as per the guidelines of 'preferential traffic schedule' issued by Ministry of Railways from time to time.	<b>12.1</b> Commodities Permitted : Unless otherwise specified by Indian Railway, a GCT shall be permitted to book and handle all <b>parcel (full parcel rakes only) and goods</b> traffic – including coal and coke, which shall be as per the guidelines of 'preferential traffic schedule' issued by Ministry of Railways from time to time.
<b>Para 15.4 of Main Policy</b> GCTO shall bear the cost of <b>manpower to operate the</b> EIMWB, and the cost for its linking with FOIS.	<b>15.4</b> GCTO shall bear the cost of installation & operation of EIMWB and the cost of its linking with FOIS.
<b>Para 15.11.1 of Main Policy</b> All terms and conditions applicable on EIMWB inside a GCT shall also be applicable on an EIMWB installed by GCTO on	<b>15.11.1</b> All terms and conditions applicable on EIMWB inside a GCT shall also be applicable on an EIMWB installed by GCTO on such land.

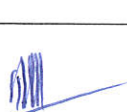
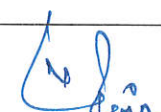
   
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<b><i>Existing para to be modified</i></b>	<b><i>Amended/ Inserted para</i></b>
such land. <b><i>However, Railway will be the executing agency for installation, operation, and maintenance of such EIMWBs.</i></b>	
<b>Para 15.11.2 of Main Policy</b> Cost of the comprehensive AMC <b><i>and manpower to operate such EIMWB</i></b> shall be borne by the GCTO.	<b>15.11.2</b> Cost of the <b>installation and</b> comprehensive AMC shall be borne by the GCTO.
<b><u>New sub-para</u></b> <b>16.1.2 (under sub-para 16.1 of Main Policy)</b>	<b>16.1.2</b> GCTO, at its own cost, shall provide all facilities (including room with necessary infrastructure for office activities, furniture, electricity, hardware, network connectivity, telephone, etc) for installing FOIS terminal in the GCT, for issuing of RR and/or taking delivery of consignment.
<b><u>New sub-Para</u></b> <b>17.3.1 (under sub-para 17.3 of Main Policy)</b>	<b>17.3.1</b> All GCTs are required to function round the clock on all days, including Sundays and other holidays.
<b><u>New Para -17.4 (A) in Main Policy</u></b>	<b>17.4(A)</b> (i) Each case of stabling of a rake on IR network exclusively for want of acceptance by a GCT will be recorded as on instance of non-acceptance. When any rake is stabled on IR network for want of acceptance by a GCT or for reasons attributed to GCTO, Stabling Charges will levied. (ii) The quantum of Stabling Charges shall be as per Para 6.0 (Chapter I) of Rates Master Circular/Demurrage-Wharfage Waiver/2016 (as modified from time to time). (iii) Further, in situation of congestion involving stabling of rakes for acceptance by a GCT, Railway Administration will be authorized to impose loading restriction or quota for an appropriate duration for such a GCT.
<b>Para 2 of Schedule '1'</b> The applicant will be required to submit application to the DRM through on-line mode, along with Application Fee (non-refundable) of Rupees Twenty Thousand (Rs. 20,000/-) only <b><i>-either online or through a Demand Draft in favour of Sr. DFM of the concerned Division.</i></b>	<b>(Schedule '1') Para 2</b> The applicant will be required to submit application to the DRM through on-line mode, along with Application Fee (non-refundable) of Rupees Twenty Thousand (Rs. 20,000/-) <b>plus GST, as applicable.</b>
<b>Para 4.2 of Schedule '1'</b> If providing connectivity is technically and/or operationally not feasible, reasons for the same will be communicated to the applicant within twenty (20) days. Applicant can re-submit	<b>(Schedule '1') Para 4.2</b> If providing connectivity is technically and/or operationally not feasible, reasons for the same will be communicated to the applicant within twenty (20) days. Applicant can re-submit the proposal with suitable modifications without re-submitting the Application Fee, <b>which will be examined afresh duly considering other approvals granted in between (if</b>

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<b><i>Existing para to be modified</i></b>	<b><i>Amended/ Inserted para</i></b>
the proposal with suitable modifications without re-submitting the Application Fee.	<b>any) from the same serving station.</b>
<b><u>New para</u></b> <b>16 (in Schedule '1')</b>	<b>(Schedule '1') 16</b> After the grant of IPA, if the applicant fails to adhere to the prescribed time-lines or there are any delays on behalf of the applicant, extension may be granted with the approval of DRM. The total duration of such extension(s) shall not exceed 6 months.
<b><u>New para</u></b> <b>17 (in Schedule '1')</b>	<b>(Schedule '1') 17</b> The period of Agreement for new GCTs on non-Railway land shall be thirty-five (35) years, which may be extended further as per the provisions applicable at the time of such extension.
<b>Para '5' of Schedule '2'</b> The Tender Committee shall comprise <b><i>Sr.DOM/Sr.DCM (convenor)</i></b> , Sr.DFM (finance member), and Sr.DEN (third member). <b><i>DRM/ADRM</i></b> shall be the Tender Accepting Authority.	<b>(Schedule '2') 5</b> The Tender Committee shall comprise of <b>Sr.DCM (convenor)</b> , Sr.DFM (finance member), and Sr.DEN (third member). <b>An ADRM nominated by the DRM</b> shall be the Tender Accepting Authority.
<b>Para '6' of Schedule '2'</b> Earnest Money for participation shall be 10% of the estimated project cost of the Terminal. For the successful bidder, the Earnest Money shall be converted into Performance Guarantee, while the Earnest Money for unsuccessful bidders shall be refunded.	<b>(Schedule '2') 6</b> Earnest Money for participation shall be 10% of the estimated project cost <b>(excluding the cost of land)</b> of the Terminal. For the successful bidder, the Earnest Money shall be converted into Performance Guarantee, while the Earnest Money for unsuccessful bidders shall be refunded.
<b>Para 9.1 and 9.2 of Schedule '2'</b> 9.1 In case of two (or more) eligible bidders quoting the same percentage, <b><i>contract will be awarded to the bidder planning to invest more capital in the project (as per the first packet).</i></b> 9.2 <b><i>In case the planned investment is also same for such bidders, decision to award the contract shall be taken through the draw of lots.</i></b>	<b>(Schedule '2')</b> <b>9.1</b> In case of two (or more) eligible bidders quoting the same percentage, <b>decision to award the contract shall be taken through the draw of lots.</b>  <b>Para 9.2 DELETED</b>
<b><u>New sub-paras</u></b> <b>19.1 &amp; 19.2</b>	<b>(Schedule '2')</b> <b>19.1</b> All handling (loading and unloading) of cargo at a GCT shall be done by the GCTO (or any agency

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<b><i>Existing para to be modified</i></b> <b>(under para 19 of Schedule '2')</b>	<b><i>Amended/ Inserted para</i></b>
	appointed/ authorized by him), for which handling-charges/ fee, as decided by the GCTO, may be charged. Handling charges/ fee for shall be fixed in a non-discriminatory manner, and shall conform to Good Industry Practices.  <b>19.2</b> No Wharfage shall be levied by Railway for storing/ stacking of goods on land licensed to the GCTO.
<b><u>New Note No. (3)</u></b> <b>(at the end of Section-I of Schedule '3')</b>	<b>(Schedule '3'/ Section-I)</b> <b>Notes:</b> (3) For the sake of clarity, on migration of an existing Terminal on Railway land to the GCT policy, Land License Fee/ Lease Charges, as per the License/ Lease Agreement prevailing before migration, shall remain applicable; and the prevailing system of levy and sharing of TC and/or TAC (if any) at that specific Terminal shall also continue. This provision shall also be applicable on under construction Terminals where leasing/ licensing of land was approved before the issue of GCT Policy.
<b><u>New Note</u></b> <b>(at the end of section-II of Schedule '3')</b>	<b>(Schedule '3'/ Section-II)</b> <b>Note:</b> For the connectivity portion of the Terminal (i.e., A-B in Illustration-1; A-B, C-D-E, & D-F in Illustration-2; and A-B, C-D, E-F & G-H in Illustration-3), non-railway land falls on the above marked portion shall be maintained by Railway –subject to fulfillment of the condition of Para 7.3 of Main Policy.

3. In view of the above modification, necessary changes may be made by the Zonal Railways in the GCT Agreement as well as other documents wherever required.
4. This issues in consultation with Land & Amenities and Traffic Transportation directorates, and with the concurrence of Finance Directorate of Ministry of Railways.
5. The receipt of this letter may be acknowledged.

  
**(Ashutosh Mishra)**  
**Joint Director Freight Marketing/Railway Board**

No. **2021/TC(FM)/18/23(Pt-2)**

Rail Bhavan, New Delhi-110001, dated 14.06.2022

Copy forwarded for information to :

1. The PFAs, All Indian Railways.
2. The Deputy Comptroller & Auditor General of India (Railways), Rail Bhawan

  
**For Member (Finance)/Railway Board**

No. **2021/TC(FM)/18/23(Pt-2)**

Rail Bhavan, New Delhi-110001, dated 14.06.2022

1. The Principal Chief Operations Managers, All Indian Railways.
2. The Principal Chief Commercial Managers, All Indian Railways.
3. The Chief Traffic Planning Managers, All Indian Railways.
4. The Principal Chief Engineers, All Indian Railways.
5. The Chief Commercial Managers (FM), All Indian Railways.
6. Director General, RDSO, Manak Nagar, Lucknow.
7. Director, Indian Railways Institute of Transport Management (IRITM), Lucknow.
8. Director General, National Academy of Indian Railways, Vadodara.
9. The Managing Director/Chief Commercial Manager, Konkan Railway Corporation Ltd., Belapur Bhawan, Plot No. 6, Sector-11, CBD Belapur, Navi Mumbai - 400014.
10. Managing Director, CRIS, Chanakyapuri, Near National Rail Museum, New Delhi.
11. Managing Director, DFCCIL, Pragati Maidan, New Delhi



**(Ashutosh Mishra)**

**Joint Director Freight Marketing/Railway Board**

No. **2021/TC(FM)/18/23(Pt-2)**

Rail Bhavan, New Delhi-110001, dated 14.06.2022

Copy for kind information to:

1. Chairman & CEO, Member (O&BD), Member (Finance), Member (Infra.), Member (T&RS), DG(RPF), and Secretary Railway Board, New Delhi.
2. AM(Traffic), AM(C), Adv (Infra), Adv. (Vig.), EDTC(Rates), EDTT(M), EDTT(S), EDTT(F), ED(Plg.) EDT(PPP), EDV(T), EDF(C), DTT(Coord), OSD/Chairman & CEO, OSD/Member (O&BD), Co-Chairman/TMIR, Chairman and Convener/AGE and DTC(R)/ Railway Board, New Delhi.

