SOUTHERN RAILWAY

ENGINEERING DEPARTMENT **SALEM DIVISION**

Abstract Estimate

Name of work :- **Construction of a commercial office for GCT at Koolipalayam.**

Sl.No	DSR No 2023	Description of Item	Nos			L	B	D	Qty	Unit	Rate	Amount
74	18.51.1	Providing and fixing C.P. brass long body bib cock of approved quality conforming to IS standards and weighing not less than 690 gms.										
		15 mm nominal bore							**15.00**	Each	798.95	11984.25
75	18.17.4	Providing and fixing gun metal gate valve with C.I. wheel of approved quality (screwed end) :										
		50 mm nominal bore							**3.00**	Each	1026.65	3079.95
76	18.21.2.1	Providing and fixing uplasticised PVC connection pipe with brass unions :										
		15 mm nominal bore							**15.00**	Each	97.75	1466.25
77	18.22.1	Providing and fixing C.P. brass shower rose with 15 or 20 mm inlet :										
		100 mm diameter							**2.00**	Each	193.95	387.90
78	18.48	Providing and placing on terrace (at all floor levels) polyethylene water storage tank IS : 12701 marked							**1000.00**	Litre	11.00	11000.00
79	18.53.1	Providing and fixing C.P. brass angle valve for basin mixer and geyser points of approved quality conforming to IS:8931										
			1	1	1	2			**2.00**	each	574.30	1148.60
80	18.58.1.1	Providing and fixing PTMT grating of approved quality and colour.										
		100 mm nominal dia.	1						**5.00**	Each	37.60	188.00
81	18.63	Providing and fixing PTMT angle stop cock 15 mm nominal bore.	1						**5.00**	Each	156.90	784.50
82	18.65	Providing and fixing PTMT soap Dish Holder having length of 138 mm, breadth 102 mm, height of 75	1						**3.00**	Each	111.45	334.35
83	19.30.2.1	Constructing brick masonry chamber for underground C.I. inspection chamber and bends with bricks in cement mortar 1:4 (1							**3.00**	each	8150.50	24451.50
										Total cost Sch A		**3183772.64**
		Total -Schedule A (DSR-2021)										
		Schedule A1 (DSR-2021)										
1	5.22	Steel reinforcement for R.C.C. work including straightening, cutting, bending, placing in position and binding all complete upto plinth level.										
	5.22.6	Thermo-Mechanically Treated bars of grade Fe-500D or more.	1						**5489.00**	Kg	107.85	591988.65
2	5.22A	Steel reinforcement for R.C.C. work including straightening, cutting, bending, placing in position and binding all complete above plinth level.										
	5.22A.6	Thermo-Mechanically Treated bars of grade Fe-500D or more.	1						**9587.00**	Kg	107.85	1033957.95
		Total-Schedule A1 (DSR-2021)										**1625946.60**
		Schedule A2 (USSOR-2021)										
1	211200	Hiring of machinery for minor miscellaneous works for short duration including operator/driver, fuel, lubricants and consumable. The contractor										
	211201	JCB Backhoe Loaders 3DX Plus or similar with minimum 1.10	1						**50.00**	Hour	867.49	43374.50
		Total-Schedule A1 (DSR-2021)										**43374.50**
		Schedule B (Non Schedule items)										

Signature Not Verified
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Date: 2026.06.24 17:18:52 IST
Reason: IREPS-CRIS
Location: New Delhi

SOUTHERN RAILWAY

ENGINEERING DEPARTMENT **SALEM DIVISION**

Abstract Estimate

Name of work :- **Construction of a commercial office for GCT at Koolipalayam.**

Sl.No	DSR No 2023	Description of Item	Nos			L	B	D	Qty	Unit	Rate	Amount
1	NS	Providing and fixing 110mm dia PVC soil, waste and vent pipes including jointing and cost of spun yarn and sand etc. complete **(Rate Ref. from LOA No. SA-OT-14-2024-09 / 00830200126113 Dated:**	1						**50.00**	Metre	400.00	20000.00
2	NS	Providing and fixing 75 mm dia PVC soil, waste and vent pipes including jointing and cost of spun yarn and sand etc., complete **(Rate Ref. from LOA No. SA-OT-14-2024-09 / 00830200126113 Dated:**	1						**50.00**	Metre	225.00	11250.00
3	NS	Design and supply of GAD & Structural drawings of proposed building / Shed along with design calculation sheets for all R.C.C. & Steel / Structural Steel works confirming IS Standards. The design and structural drawings to be prepared by any one of the recognized and reputed Engineering Colleges duly checked by any Govt.Engineering college and proof checked by any premium institutions like IIT, NIT and SERC. complete and as directed by the Engineer in charge. (All labour materials, tools and Plant etc., complete by the tenderer / contractor only) Note:- (i) The Contractor shall prepare structural design duly conducting soil tests. ii) Foundation design shall conform to the safe bearing capacity of soils. (iii) Analysis of structure to suit loading standard as per relevant IS codes and Railway specifications. (iv) Foundation shall be designed for G+2 floors. (v) Roof slab shall be designed with 'T' Beam if applicable. (vi) Structural drawings shall be submitted for all RCC / Structural steel works. (vii) Soft copy and hard copy of GAD, Design and structural drawings shall be submitted to the competent authority for checking and approval.										
			1	1	1	10	10		100			
									100	sqm	350	35000.00
		Total - Schedule B (NS)										**66250.00**
			Schedule A (DSR 2021) =									3183772.64
			Schedule A1 (DSR 2021) =									1625946.60
			Schedule A2 (USSOR 2021) =									43374.50
			Schedule B (NS) =									66250.00
			Total (Sch A+A1+A2+A3+B)									**4919343.74**

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SSE/W/ED

SOUTHERN RAILWAY

SA / E.61/ III //Abstract/2026-27

मंडल कार्यालय Divisional Office,
बिजली शाखा Electrical Branch,
सेलम Salem-636005,
दिनांक Date: As signed

Sr.DOM/SA

Sub: Proposed GCT at Koolipalayam Station - *Electrical Abstract Estimate-reg*

Ref: *1.* Sr.DOM/SA Conceptual plan dtd 04.05.26

2. Sr.DSTE/SA's letter No. A/SG/191/III/W/Genl/Vol. VIII dated 07/05/202

In connection to the above-mentioned subject work, the abstract electrical cost is furnished as tabulated below:

Slno	Description of work	Unit	Qty	Rs per Unit	Total
1	Electrical Power supply arrangements	Rs. (LS)	1	4000000	4000000
	Total: Rs in thousands (000's)				**4000**

The above abstract cost is provisional and may vary as per the engineering plan, site condition and escalation on later date.

This is for your kind information please.

BALRAM KUMAR Digitally signed by BALRAM KUMAR Date: 2026.05.08 10:21:33 +05'30'

Sr.DEE/G/SA

Docket No: SA / E.61/ III/Abstract2026-27

Proposed GCT at Koolipalayam Station

Cable Arrangements									
Slno	Description	Unit	Qty	Rate	Cash (03)	Store (04)	Other (08)	Total	Rate Reference
1	Supply of 16 sqmm 4 core LTUG XLPE cable	Mtr	400	149	0	59600	0	59600	1. Gem ID: 5116877 66062629886 Rs. 148.8/-
2	Supply of 95 sqmm 4 core LTUG XLPE cable	Mtr	400	582	0	232800	0	232800	5. 5116877- 86543557295 Rs. 582/-
3	Excavation of cable trench in soil and refilling as per specification	Mtr	20	531	10620	0	0	10620	1. Letter No: SALEM DIVISION-ELECTRICAL / SA-E22-2025 26-W3 / 10446900130725 Dated: 03/06/2025 Slno 2 Rs. 531/-
4	Excavation of trench under road/track	Cu.M	5	724	3620	0	0	3620	1.LOA----------do---------- Slno 3 Rs. 724
5	Breaking of cement concrete	Cu.M	5	502	2510	0	0	2510	1.LOA----------do---------- Slno 4 Rs. 502
6	Supply and privision of mass concrete	Cu.M	5	5985	29925	0	0	29925	1.LOA----------do---------- Slno 5 Rs. 5985
7	Supply of 50mm HDPE Pipe	Mtr	100	137	0	13700	0	13700	9. Gem ID : 5116877 1078823163 Rs. 136.5/-
8	Laying of 50 mm HDPE Pipe	Mtr	102	34	3468	0	0	3468	2. Letter No: SALEM DIVISION-ELECTRICAL / SA-E20 2024-25-W3 /
9	Supply of 110 mm HDPE Pipe	Mtr	250	429	0	107250	0	107250	10. GEM 5116877 91651483057 Rs. 429
10	Laying of 110 mm HDPE Pipe	Mtr	250	52	13000	0	0	13000	1.LOA----------do---------- Slno 7 Rs. 51.94/-
11	SETC of 50 mm GI Pipe	Mtr	10	610	6100	0	0	6100	2.LOA----------do---------- Slno 5 Rs. 610
12	Supply & laying of 6 SWG GI wire	Mtr	498	38	18924	0	0	18924	1.LOA----------do---------- Slno 9 Rs. 38
13	SETC of cable route indicator	Nos	19	531	10089	0	0	10089	1.LOA----------do---------- Slno 10 Rs. 531
14	Laying of LTUG cable upto 50 sqmm	Mtr	100	21	2100	0	0	2100	1.LOA----------do---------- Slno 11 Rs. 21
15	Labour charges for Laying, testing and commissioning of LTUG power cables of size above 50 sq.mm and upto 185 q.mm	Mtr	399	35	13965	0	0	13965	1.LOA----------do---------- Slno 12 Rs. 35.28/-
16	Supply and termination and connection of LTUG cable of sizes upto 50 sqmm with aluminium crimping sockets and single compression type cable gland	Nos	10	346	3460	0	0	3460	1.LOA----------do---------- Slno 13 Rs. 346
17	Supply and provision of sealing compound forcable leading pipe for leading of cable of upto 50 sqmm.	Nos	10	74	740	0	0	740	1.LOA----------do---------- Slno 15 Rs. 74
18	Supply and termination and connection of LTUG cable of sizes above 50 sqmm upto and including 185sqmm	Nos	11	699	7689	0	0	7689	1.LOA----------do---------- Slno 14 Rs. 698.74
19	Supply and provision of sealing compound for cable leading pipe for leading of cable of above 50 sqmm but up to and including 185 sqmm.	Nos	11	99	1089	0	0	1089	1.LOA----------do---------- Slno 16 Rs. 98.98
20	Fabrication, supply and fixing of clamps made out MS flats/ angles of different sizes for fabrication ofclamps for various requirements	kg	100	112	11200	0	0	11200	1.LOA----------do---------- Slno 17 Rs. 112
	Cable Arrangements - Subtotal				**138499**	**413350**	**0**	**551849**	

Plant and equipment									
Slno	Description	Unit	Qty	Rate	Cash (03)	Store (04)	Other (08)	Total	Rate Reference
1	SETC of 20 mm PVC pipe open manner	Mtr	200	56	11200	0	0	11200	1.LOA----------do---------- Slno 19 Rs. 56
2	SETC of 20 mm PVC pipe concealed manner	Mtr	400	54	21600	0	0	21600	1.LOA----------do---------- Slno 18 Rs. 54
3	SETC of 25 mm PVC pipe open manner	Mtr	200	68	13600	0	0	13600	1.LOA----------do---------- Slno 21 Rs. 68
4	SETC of 25 mm PVC pipe concealed manner	Mtr	400	62	24800	0	0	24800	1.LOA----------do---------- Slno 20 Rs. 62
5	SETC of 5*10 sqmm Wire	Mtr	100	447	44700	0	0	44700	1.LOA----------do---------- Slno 22 Rs. 447
6	SETC of 3*6 sqmm Wire	Mtr	147	210	30870	0	0	30870	2.LOA----------do---------- Slno 15 Rs. 210
7	SETC of 3*4 sqmm Wire	Mtr	300	174	52200	0	0	52200	2.LOA----------do---------- Slno 16 Rs. 174/-
8	SETC of 3*2.5 sqmm Wire	Mtr	600	125	75000	0	0	75000	2.LOA----------do---------- Slno 17 Rs. 125/-
9	SETC of 3*1.5 sqmm Wire	Mtr	800	74	59200	0	0	59200	1.LOA----------do---------- Slno 26 Rs. 74
10	SETC of SMC Box	Nos	6	356	2136	0	0	2136	1.LOA------do---------- Slno 56 Rs. 356/-

11	Octagonal 6 m single arm	Set	12	14274	171288	0	0	171288	Letter No: SALEM DIVISION-GATI SHAKTI / SA-OT-GSU 12-2025-01 / 01341850154798 Dated: 08/04/2026 Slno 53 Rs. 14274/-
12	Wiring of light points through octagonal pole with 3 core 1.5 sq.mm wire.	Set	12	583	6996	0	0	6996	4.LOA-----do--- Slno 45 Rs. 583/-
13	SETC of Street light 45 W	Nos	12	1900	22800	0	0	22800	6. Letter No: SALEM DIVISION-ELECTRICAL / SA-E222025-26-W1 /
14	Cable looping box 400*300*200 with 100A 4way terminal connector	Nos	12	5138	61656	0	0	61656	7. Letter No: SALEM DIVISION-ELECTRICAL / SA-E16 2024-25-W1 / 11133910121805 Dated: 21/01/2025 Slno 49 Rs. 5137.88
15	SETC of astronomical timer	Nos	1	3970	3970	0	0	3970	15. Gem ID 5116877 37331277138 Rs. 3969.8
16	SETC of LT earthing	Nos	5	5792	28960	0	0	28960	1.LOA----------do---------- Slno 47 Rs. 5792/-
17	SETC of SDF 63 A FP	Nos	3	6607	19821	0	0	19821	As per annexure
18	SETC of SDF 160 A FP	Nos	2	14064	28128	0	0	28128	As per annexure
19	SETC of DB 12 way with 1)32A DP RCBO 2) 6-32A MCB-8nos	Set	2	6073	12146	0	0	12146	As per annexure
20	SETC of DB 16 way with 1)32A DP RCBO 2) 6-32A MCB-12nos	Set	2	7117	14234	0	0	14234	As per annexure
21	TPN MCCB DB with 160A FP MCCB as incoming and 63A TP MCB - 8 nos	Nos	2	51621	103242	0	0	103242	As per annexure
22	Design, manufacturing, supply at site and erection of 20mtr highmast with suitable foundation as per the specification.	Set	5	420000	2100000	0	0	2100000	Letter No: TRICHCHIRAPPALLI DIVISIONELECTRICAL / TPJ-E-42-2025-2026 / 11227200146808 Dated: 17/12/2025 Slno 69 Rs. 420000/-
23	supply at site, fixing, testing and commissioning of LED 200W floodlight Luminaire suitable for highmast	Set	50	10000	500000	0	0	500000	Letter No: TRICHCHIRAPPALLI DIVISIONELECTRICAL / TPJ-E-42-2025-2026 / 11227200146808 Dated: 17/12/2025 Slno 71 Rs. 10000/-
					3408547	**0**	**0**	**3408547**	

	Cash 03	Store 04	Other 08	Total
Cable Arrangements - Subtotal	138499	413350	0	**551849**
Plant and equipment - Subtotal	3408547	0	0	**3408547**
Subtotal	**3547046**	**413350**	**0**	**3960396**
Contigency @ 1 %	35470	4134	0	39604
Total	**3582516**	**417484**	**0**	**4000000**

						Total
03	04	03	04	08		
138499	413350	3408547	0	0		**3960396**
1385	4134	34085	0	0		**39604**
139884	**417484**	**3442632**	**0**	**0**		**4000000**

SW.I Power Supply Arrangements (Rs.) **4000000**

BALRAM KUMAR

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Sr.DEE/G/SA

SOUTHERN RAILWAY

Divisional office,
TRD branch,
Salem - 636005.
June 10, 2026.

No.SA/TRD/III/Commercial Corres

Sr.DCM/SA

Sub: Submission of Abstract Estimate for Modification to OHE in connection with GCT work at Kulipalayam Station between UKL - TUP Section - reg

Ref: Your letter no. SA/C.304/GCT Corres(630582) dated 09.06.2026.

****

With reference to the above mentioned letter, as advised by Accounts department the department charges has been eliminated from the TRD sub-estimate and also the rate revision for the item no. 23 to Rs. 7400/- has been adopted for the Modification to OHE in connection with GCT work at Kulipalayam station between UKL – TUP Section is revised to **Rs. 1,69,90,277/-** (Rupees One crore sixty nine lakhs ninety thousand two hundred and seventy seven only).

The above mentioned TRD estimate cost is worked out for electrification of Goods Reception line, Proposed Siding Line 1 & 2 and top wiring of Goods Unloading Line. **The track separation between each siding lines and proposed loop lines Track separation may be maintained not less than 6.5 metres to avoid SOD infringement to the existing supporting structures on account of savings to Railways.**

The abstract estimate cost may please be included in your main estimate as TRD Portion and sanction details may be communicated to this office so as to enable to take further action please.

Encl: As above

10/6/26
Sr.DEE/TRD/SA

SOUTHERN RAILWAY

Name of work:- Modification to OHE in connection with GCT work at Kulipalayam Station between UKL - TUP Section

Plan Head : GCT	Estimate No. SA/TRD/2026-27/KUY GCT/02							
Docket No. SA/TRD/2026-27/Commercial	Abstract Estimate							
Sl. No.	Description of work	Qty	Unit	Rate in ₹		Total value in ₹		
				Erection	Supply	Erection	Supply	Total
S.W. I	OHE ARRANGEMENTS							
1	Preparation of designs and drawings	3	TKM	22000	0	66000	0	66000
2	For Foundation and Plinth - Concrete in hard soil	10	Cum	12500	0	125000	0	125000
3	Concrete in rocky soil	10	Cum	13300	0	133000	0	133000
4	Concrete in other than hard soil and rock	236	Cum	11250	0	2655000	0	2655000
5	Erection of traction masts - by manual	23	Tonne	9780	0	224940	0	224940
6	Supply only for fabricated mast K.B.S. series etc.	23	Tonne	0	135000	0	3105000	3105000
7	Supply and erection of fabricated steel work other than masts by manual	5	Tonne	24500	135000	122500	675000	797500
8	Supply & Erection of fabricated steel work(SPS).	0.5	Tonne	12400	135000	6200	67500	73700
9	Supply and erection of a Guy rod assembly	14	Each	2400	15900	33600	222600	256200
10	Supply and erection of a single bracket assembly	65	Each	3450	34500	224250	2242500	2466750
11	Supply & Erection of Over Head Equipment (conventional) by manual	3	KM	88000	0	264000	0	264000
12	Supply of contact wire	3	KM	0	1061209.4	0	3183628.2	3183628.2
13	Supply of Uninsulated cadmium copper catenary wire (19/2.10 mm), 65 Sq.mm. Conforming to RDSO Specification No. TI/SPC/OHE/CAT (Cu-Cd)/ 0971	1.6	MT	0	1248440	0	1997504	1997504
14	Supply and erection of regulating equipment (Mod. 3 pulley type) with counter weight assembly for Conventional OHE by mannual	6	Each	7450	102000	44700	612000	656700
15	Supply & Erection of material for termination arrangements for Single conductor	6	Each	1240	8700	7440	52200	59640
16	Supply & Erection of material for termination arrangements for double conductor	6	Each	1240	14500	7440	87000	94440
17	Supply and erection of 9 tonne cut insulator	12	Each	1240	6200	14880	74400	89280
18	Supply and erection of 25KV post insulator	4	Each	730	6200	2920	24800	27720
19	Supply & Erection of copper jumper	10	Each	850	8500	8500	85000	93500
20	Supply and erection of a structure bond	60	Each	740	1200	44400	72000	116400
21	Supply and erection of longitudinal bond	20	Each	740	1200	14800	24000	38800
22	Supply and erection of transverse and special bond.	10	Each	740	1200	7400	12000	19400
23	Supply and erection of a 25 kVsingle pole isolator without earth contact assembly	2	Each	7400	62500	14800	125000	139800
24	Supply and Erection of Section Insulator	4	Each	6200	47000	24800	188000	212800
25	Transfer of OHE	5	Each	2450	0	12250	0	12250
26	Slewing of Equipment	1	Span	3500	0	3500	0	3500
27	Dismantling of over head equipment	0.1	KM	31000	0	3100	0	3100

28	Splicing and extension of an anchored over head equipment	2	Each	7450	2450	14900	4900	10800
29	Dismantling of OHE mast /structure by cutting	5	Each	7450	0	37250	0	37250
30	Dismantling of guy rod	1	Each	975	0	975	0	975
31	Releasing of portal boom under power/non power block	1	Each	14700	0	14700	0	14700
32	Total I in Rs.					4135245	12855032	**16990277.2**

Rupees One crore sixty nine lakhs ninety thousand two hundred and seventy seven only

Sr.DEE/TRD/SA

SOUTHERN RAILWAY

SA/SG/191/III/W/Genl/Vol.VIII

Divisional Office
S&T Branch
Salem – 636 005
Date: 13/05/2026

Sr.DOM/SA

Sub: Proposed GCT at Koolipalayam station – Submission of S&T Estimate - reg.

Ref: 1. Sr.DOM/SA Conceptual plan dtd 04.05.26
2. This office letter No.SA/SG/191/III/W/Genl/Vol.VIII dated 07.05.2026

With reference to the above, the estimate for S&T portion work is submitted herewith.

Sl.No	Name of the work	Cost ('000)
1	Proposed GCT at Koolipalayam station	13942

The estimate includes provision of electrically operated points only for siding line take-off point from common loop line and trap point at shunting neck/Goods reception line as per conceptual plan vide ref (1).

It is requested to include S&T cost in the main proposal.

Encl: as mentioned

/Sr.DSTE/SA

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SOUTHERN RAILWAY

Station or Kilometrage: KUY

Division - SALEM

Estimate No. SA/SG/AE/ /2026-27

Details of estimated cost of Proposed GCT at Koolipalayam station (S&T Cost)

S.No	Item Ref	Description of items of work	Unit	Qty	Rate	Cost			Rate reference
						Cash	Store	Total	
SOR I		Signalling Arrangements							
a) SOR Items									
1	SOR	Testing and commissioning of stations (upto 5 roads)	per	1	38884.69	38884.69		38884.69	01_18b
2	2022	Submission of all relevant final 'As mades'	per sheet	150	382.12	57318.00		57318.00	01_19
3		Wiring of Relay Inputs to Wago Block and Wago block to Datalogger. Necessary Wagos required is included as per schedule	Unit	75	285.86	21439.50		21439.50	02_33
4		Wiring of Analog Voltages from IPS Room to Datalogger. Necessary Wagos required is included as per schedule	Nos	10	285.86	2858.60		2858.60	02_34
5		Supply and Provision of Indicative type Class D Surge Protection Device for 24V DC/48V DC (spark gap type), with Potential Free contacts and installed as per the instructions of the Engineer in charge at site	Nos	5	6328.80	31644.00		31644.00	03_2
6		Supply of Class D SPD of Operating Voltage of 110V AC/DC with Potential Free contacts and installed as per the instructions of the Engineer in charge at site	Nos	5	6830.72	34153.60		34153.60	03_3
7		Supply and Provision of Earthing as per RDSO Specification RDSO/SPN/197/2008 or latest	Nos	2	28118.51	56237.02		56237.02	03_4
8		Supply of earth electrodes (GI) as per Drg no SG/CN/02/13	Nos	5	1618.75	8093.75		8093.75	03_8
9		Provision of earth electrodes as per drawing No.SG/SN/02/13	Nos	5	1707.55	8537.75		8537.75	03_9
10		Supply of Secondary cells - 2V-80AH capacity	Nos	6	3379.20	20275.20		20275.20	04_40b
11		Supply of Track feed battery charger	Nos	2	4375.25	8750.50		8750.50	04_41
12		Supply of B type choke	Nos	4	2855.60	11422.40		11422.40	04_42
13		Supply of Signalling Cable 24C x 1.5 sq.mm	Mtrs	6000	388.15	2328900.00		2328900.00	05_1
14		Supply of Signalling Cable 12C x 1.5 sq.mm	Mtrs	2500	215.92	539800.00		539800.00	05_2
15		Supply of Signalling cable 2Cx2.5 Sq.mm	Mtrs	500	98.76	49380.00		49380.00	05_4
16		Supply of Quad cable	Mtrs	2500	301.05	752625.00		752625.00	05_16
17		Supply of 24 Fibre Armoured Optical Fibre Cable	Mtrs	3000	95.23	285690.00		285690.00	05_17
18		Supply of 48 Fibre Armoured Optical Fibre Cable	Mtrs	1000	126.32	126320.00		126320.00	05_18
19		Supply of 10 Pairs PIJF Telephone Cable	Mtrs	1000	123.90	123900.00		123900.00	05_19
20		Supply of OFC Patch cord (FC-PC/SC-PC/LCPC to FC-PC/SC-PC/LC-PC so as to suit for switches and FMS supplied)	Mtrs	50	374.03	18701.50		18701.50	05_23
21		Supply of UTP Cable /CAT6/6A cable ETL or UL or CE3P certified pandult or Systimax or R&M or AMP or Molex or Krone Or D-Link Makes	Mtrs	305	34.73	10592.65		10592.65	05_27
22		Supply and fixing of 10 pair CT box and termination of cables	Nos	2	4004.72	8009.44		8009.44	05_31
23		Supply and provision of normal joint using Thermo shrink jointing kit as per TC/77/2012 rev 3 or latest	Nos	10	4628.91	46289.10		46289.10	05_37
24		Supply and installation of 24 Fibre Joint enclosure	Nos.	6	13647.37	81884.22		81884.22	05_39
25		Supply and Installation of OFC Joint Enclosure for 48F	Nos	2	20060.00	40120.00		40120.00	05_40
26		Supply of RCC cable markers (Supply of RCC cable markers as per drawing No.C/STE/DN/OFC/1.	Nos.	25	262.65	6566.25		6566.25	05_41
27		Preparation of Cement concrete for covering of GI Pipes/cables.	CUM	20	9361.46	187229.20		187229.20	05_42

SSE/Drls/T 12/05/26 SSE/T/Drls/SA 12/5/26

2/

Details of estimated cost of Proposed GCT at Koolipalayam station (S&T Cost)

Sl.No	Item Ref	Description of items of work	Unit	Qty	Rate	Cost			Rate reference
						Cash	Store	Total	
28	SOR 2022	Laying of STP/OFC/Power Cable/ switch board (10 pair/ 20 pair/50 pair) Cables in 1" PVC conduit/case caping and clamping on the wall/Roof tops/ Shelters with suitable clamping and hose to be provided where ever bends/ curves	Mtrs	500	37.30	18650.00		18650.00	05_43
29		Excavation of cable trench 1m depth X 0.3m width	Mtrs	1500	64.10	96150.00		96150.00	05_44
30		Opening of existing duct and closing the same for laying of additional cables	Mtrs.	750	161.92	121440.00		121440.00	05_51
31		Provision of DWC/RCC pipe at 1m depth for track crossing	Mtrs	120	385.45	46254.00		46254.00	05_52
32		Provision of DWC/RCC pipe at 1m depth for Road crossing	Mtrs	30	501.03	15030.90		15030.90	05_53
33		Provision of GI pipes (50/100mm dia) for cable laying with offset at both ends and with couplings over RCC bridges, drainage, culverts, and girder bridges.	Mtrs.	120	208.54	25024.80		25024.80	05_54
34		Provision of GI pipes 50/100mm dia in hard rocky area.	Mtrs.	30	182.87	5486.10		5486.10	05_58
35		Laying of Signalling/ power/ telecom cable	Mtrs.	12500	18.18	227250.00		227250.00	05_59
36		Refilling of cable trench 1m depth X 0.3m width	Mtrs.	1500	15.40	23100.00		23100.00	05_63
37		Placing of cable markers and concreting (RCC type)	Nos.	25	123.35	3083.75		3083.75	05_68
38		Excavation of cable coil pit 1.5m length X 1.5m breadth in rear of relay room/AFTC	CUM	5	949.05	4745.25		4745.25	05_69
39		Road crossing/ Track Crossing through Horizontal Drilling at approximately depth of 1.5 to 2m below the formation level of the earth	Mtrs	30	1351.45	40543.50		40543.50	05_72
40		Blowing/Drawing OFC in HDPE Pipe	Mtr	4000	23.43	93720.00		93720.00	05_74
41		Supply of main LED signal - Yellow	Nos	1	8850.00	8850.00		8850.00	06_2
42		Supply of main LED signal - Red	Nos	1	9233.50	9233.50		9233.50	06_3
43		Supply of C-On LED	Nos	1	5726.13	5726.13		5726.13	06_6
44		Supply of Shunt LED	Nos	11	5740.70	63147.70		63147.70	06_7
45		Supply of colour light Signal pole 3.6m tall and 140 mm dia	Nos.	1	4737.70	4737.70		4737.70	06_15b
46		Supply of surface base for colour light Signal	Nos.	1	6814.50	6814.50		6814.50	06_16
47		Supply of ladder with platform (3.6m) for CLS	Nos.	1	5494.50	5494.50		5494.50	06_17b
48		Supply of colour light shunt Signal (post type)	Nos.	1	5087.50	5087.50		5087.50	06_18
49		Supply of Ground type Shunt Signal	Nos.	3	7463.50	22390.50		22390.50	06_19
50		Supply of colour light Signal unit (2 aspect)	Nos.	1	14278.00	14278.00		14278.00	06_20c
51		Supply of Ceiling On Signal	Nos.	1	3663.00	3663.00		3663.00	06_22a
52		Supply of Off set bracket - large	Nos.	1	3569.50	3569.50		3569.50	06_23a
53		Supply of Off set bracket - small	Nos.	1	2645.50	2645.50		2645.50	06_23b
54		Supply of cable termination box (FRP type)	Nos.	3	7788.00	23364.00		23364.00	06_24
55		Supply of KLCR relays 24V, AC1	Nos.	5	10722.72	53613.60		53613.60	07_8
56		Supply of relay plug in type for LED	Nos	8	5901.50	47212.00		47212.00	07_19
57		Wiring of Signal/ point/ LC control circuit (upto 4 relays/Plug in type HMU)	Set	2	4945.51	9891.02		9891.02	07_22a
58		Wiring of Signal/ Point/ LC control circuit (upto 8 relays/Plug in type HMU)	Set	2	8786.26	17572.52		17572.52	07_22b
59		Wiring of Signal/ Point/ LC control circuit (upto 12 relays/Plug in Type HMU)	Set	1	11355.02	11355.02		11355.02	07_22c
60		Wiring of Signal/ Point/ LC control circuit (upto 20 relays/Plug in type HMU)	Set	1	13597.41	13597.41		13597.41	07_22d
61		Supply of powder coated FTOT of 210 capacity	Nos.	1	41627.08	41627.08		41627.08	07_28
62		Fabrication and Supply of box suitable for 4 Nos of KLCRs	Nos.	1	15009.60	15009.60		15009.60	07_33
63		Concreting and erection of cable termination rack 140/210 capacity	Nos.	1	9752.74	9752.74		9752.74	07_36a

Accts SSE/OG/SET 12/05/26

SSE/T/Sig/SA 12/05/26

.... 3/

Details of estimated cost of **Proposed GCT at Koolipalayam station (S&T Cost)**

Sl.No	Item Ref	Description of items of work	Unit	Qty	Rate	Cost			Rate reference
						Cash	Store	Total	
54	SOR 2022	Fixing of PBT terminal blocks (25mm/60mm centre) and termination	PTB	150	167.99	25198.50		25198.50	07_37a
55		Termination using PBT fuse block in cable termination rack	PFB	10	201.27	2012.70		2012.70	07_37b
63		Concreting and erection of relay rack - 56 capacity	Nos.	1	3015.04	3015.04		3015.04	07_38b
67		Fixing of plug boards, 50 way terminal blocks with 25A terminals, and wiring of relays as per the approved circuit diagram using wire PVC 16/0.2mm copper	Per Relay	25	1045.76	26144.00		26144.00	07_39
68		Fixing of additional plug boards, 50 ways terminal blocks and wiring of additional relays as per the approved circuit diagram using wire PVC 16/0.2mm copper.	Per Relay	50	726.50	36325.00		36325.00	07_40
69		Carrying out alterations to the existing relays in the relay racks/apparatus cases as per the approved circuit diagram using wire PVC 16/0.2mm copper.	Per Relay	50	695.67	34783.50		34783.50	07_41
70		Supply and laying of PVC Warning Tape colour Orange, width of 250mm (10") by printing with black letters 'Indian Railway Signal/Telecom/OFC Cable' on both sides.	Mtr	1500	46.15	69225.00		69225.00	10_6
71		Supply of Electronic Cable Route Marker 3M make or similar, Model: RFID (1421) and installation, cable detection of capacity to detect the cable upto 5 feet depth.	Nos	25	2441.72	61043.00		61043.00	10_7
72		Supply of HDPE Pipe 40mm (outer dia)/33 mm (inner dia) with couplers	Mtr	3500	60.93	213255.00		213255.00	10_8
73		Supply and Installation of 24 Fiber FMS	Nos.	4	18686.74	74746.96		74746.96	10_10
74		Supply and Installation of surface Wall mountable type 19 inch 12U network Rack with front glass door with lock and rack fixing multipoint AC Power trip & all	Nos.	2	6761.51	13523.02		13523.02	10_14
75		Supply of Track lead junction box (FRP type)	Nos.	20	1622.50	32450.00		32450.00	10_18
76		Supply of Track Feed Resistance - 30 ohms	Nos	2	287.77	575.54		575.54	10_19
77		Supply of PBT terminals 25mm centre.	Nos.	750	61.44	46080.00		46080.00	10_25a
78		Supply of PBT terminals 60mm centre.	Nos.	50	93.02	4651.00		4651.00	10_25b
79		Supply of PBT fuse block without ND fuse	Nos.	50	103.84	5192.00		5192.00	10_25c
80		Supply of E-Type Locks	Nos	5	1234.88	6174.40		6174.40	10_27
81		Supply and provision of yard layout diagram	Nos.	1	16722.15	16722.15		16722.15	10_35
82		Supply of ND Fuse of various capacities	Per	50	37.74	1887.00		1887.00	10_43
83		Erection of CT boxes and concreting (for point machines)	Nos.	3	5029.69	15089.07		15089.07	11_1
84		Installation of combined type Point machine	Nos.	3	16383.88	49151.64		49151.64	11_2
85		Filling of earth around locations/ Signals	CUM	10	231.30	2313.00		2313.00	11_6
86		Casting of concrete foundation for colour light Signals	Nos.	1	9213.28	9213.28		9213.28	11_7
87		Erection of colour light Signal and wiring (upto 4 aspects)	Nos.	1	6287.08	6287.08		6287.08	11_8
88		Casting of foundation for ground type shunt Signal	Nos.	3	4645.17	13935.51		13935.51	11_9
89		Erection and wiring of ground type shunt Signal	Nos.	3	3170.44	9511.32		9511.32	11_10
90		Fixing and wiring of post type shunt Signal	Nos.	1	2306.03	2306.03		2306.03	11_11
91		Fixing and wiring of Calling on Signals/ 'A' marker lights	Nos.	1	2081.25	2081.25		2081.25	11_15
92		Provision of track circuit in RE/Non RE area (point zone)	Nos.	1	8914.50	8914.50		8914.50	11_23a
93		Alteration to existing track circuits at feed end	Nos.	2	4234.65	8469.30		8469.30	11_24a
94		Alteration to existing track circuits at relay end	Nos.	2	3850.31	7700.62		7700.62	11_24b
95		Casting of foundation and erection of apparatus case - Full size	Nos.	6	11333.10	67998.60		67998.60	11_26
96		Casting of foundation and erection of apparatus case - Half size	Nos.	4	8787.04	35148.16		35148.16	11_28

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SSE/DOL/SRT 12/05/26

SSE/G/SRTSA 12/05/26

Details of estimated cost of Proposed GCT at Koolipalayam station (S&T Cost)

Sl.No	Item Ref	Description of items of work	Unit	Qty	Rate	Cost			Rate reference
						Cash	Store	Total	
97		Termination on 25/60mm PBT terminals (new location)(Phynolic sheet)	PTB	500	172.14	86070.00		86070.00	11_35a
98		Termination on PBT fuse block (new location) (Phynolic sheet)	PFB	50	209.93	10496.50		10496.50	11_35b
99		Termination of cables on 25/60mm PBT terminals (existing location)	PTB	100	151.09	15109.00		15109.00	11_36a
100		Termination of cables on PBT fuse block (existing location)	PFB	20	188.86	3777.20		3777.20	11_36b
101		Installation of 2V-40/60AH cells in apparatus cases	per cell	6	491.59	2949.54		2949.54	11_43b
102		Erection and painting of boards with 'LEGENDS'	Nos.	2	3972.14	7944.28		7944.28	11_69
103		Provision of E type lock with key for fixing the same in LC/HP/FP Locks/SM slides	Nos	5	697.45	3487.25		3487.25	11_71
104		Provision of HDPE Pipe of dia 40/33 mm	Mtr	3500	26.11	91385.00		91385.00	11_72
105		Dismantling and releasing of existing Colour light Signals complete (upto 4 aspects)	Nos	1	3083.03	3083.03		3083.03	11_86
106		Provision of one skilled and 2 unskilled staff round the clock to attend the teething trouble of the installation along with SSE/JE after the installation has been brought into commissioning. The work includes routine maintenance, failure restoration as per the direction of the SSE/JE	Month	1	73903.01	73903.01		73903.01	11_98
107		Protection adjustments and re-instating of S&T gears by deputation of Helpers/Unskilled labour for executing additional S&T portion of the works.	Man days	30	847.59	25427.70		25427.70	11_101
108		Protection, adjustment and reinstating of S&T gears by deputation of Fitter/Wireman/Painter/Welder/ Mason/Cable Jointer (Skilled Labour or Technician) etc., for executing additional S&T portion of works.	Man days	15	1073.45	16101.75		16101.75	11_102
109		Transportation of Signalling materials upto 100kms	per ton. Km.	1000	22.75	22750.00		22750.00	11_103a
110		Transportation of Signalling materials more than 100km	per ton. Km.	500	13.91	6955.00		6955.00	11_103b
111		Removal of infringing structures/ debris using mechanical	per hour	10	1202.50	12025.00		12025.00	11_104
		(a) Total for SOR Items				7319321.12	0.00	7319321.12	
b) Store items									
112	W.Shop	Supply of App. Case -Full size	Nos	6	57386.94		344321.64	344321.64	W.Shop/PTJ (Incl. 18% GST)
113		Supply of App. Case -Half size	Nos	4	43816.94		175267.76	175267.76	
114		Supply of Point machine 143 mm stroke	Nos	3	116299.62		348898.86	348898.86	
115		Supply of Ground connection for 143mm stroke Point machine with Hot dip	Nos	3	23373.44		70120.32	70120.32	
116		Supply of Relay QTA2	Nos	2	10779.30		21558.60	21558.60	
117		Supply of Relay QSPA1	0.00	2	11546.30		23092.60	23092.60	
118		Supply of Relay QNA1	Nos	30	9465.96		283978.80	283978.80	
119		Supply of Relay QN1	Nos	50	8733.18		436659.00	436659.00	
120		Supply of Relay QBCA1	Nos	3	13902.76		41708.28	41708.28	
121		Supply of Fit & Forget bond/Track Lead Wire	Nos	500	453.12		226560.00	226560.00	
		(b)Total for Store Items				0.00	1972165.86	1972165.86	

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SSE/DOL/SET 12/05/26

SSE/T/SW/SA 12/05/26

Details of estimated cost of **Proposed GCT at Koolipalayam station (S&T Cost)**

Sl.No.	Item Ref	Description of items of work	Unit	Qty	Rate	Cost			Rate reference
						Cash	Store	Total	
(c) NS Arrangements									
122	LOA	Supply and laying of DWC Split pipe of 120/103 mm Dia, in already dug cable trenches	Mtrs	1500	149.00	223500.00		223500.00	LOA dtd 11.06.25 (SA)
123	LOA	Alteration to Software & wiring and testing & commissioning of EI equipment	Station	1	2655000.00	2655000.00		2655000.00	LOA dtd 15.12.25 (SA)
124	LOA	Supply, Installation, testing and commissioning of 8 port POEsmart manageable switch withtwo fibre ports simlar to D-link -DGS 1210 -10P or better. (Gigabit SFP	Nos.	2	12500.00	25000.00		25000.00	LOA dtd 26.11.25 (SA)
125	LOA	Supply and installation of 1 KVAline interactive UPS with30minutes backup same or similar to APC or Numeric	Nos.	1	5275.74	5275.74		5275.74	LOA dtd 17.09.25 (SA)
126		Supply and fixing of outlet box in concealed manner.	Nos.	2	494.50	989.00		989.00	
127	LOA	Supply of caller ID Landline Telephone same or similar to Beetel M71 or better.	Nos.	2	1284.00	2568.00		2568.00	LOA dtd 22.10.24 (SA)
128		Supply and provision of multipinpower socket with switch 5A/15A (6nos.) wired with 2.5 Sq.mm coppermultistrand wire as per site requirement.	Nos.	2	2500.00	5000.00		5000.00	
129	LOA	Supply of Router Model CISCO 2901 with GE port as per RDSO specification no. RDSO/SPN/TC/84/2006 Rs. 0 or latest.	Nos.	1	104217.19	104217.19		104217.19	LOA dtd 11.010.24 (NR)
130	LOA	Supply of Multi section Digital Axle Counters (MSDAC) complete system as perRDSO/SPN/176/2013 version 3 or with latest amendments	Per DP	4	327663.94	1310655.76		1310655.76	LOA dtd 10.12.24 (Proj/PTJ)
131		Design of axle counter circuits,Indoor Installation, Testing andCommissioning (Per unit = Per Cubicle)	Per Unit	1	85785.00	85785.00		85785.00	
132	LOA	Outdoor Installation, Testing and Commissioning, The schedule consists of carrying out Foundation for fixing EJB/JB as per OEM guidelines.Fixing of DP on the rail including drilling if any. Provision of HDPE pipe for routing of DP cable on sleeper and provision of necessary clamping arrangements with sleeper. Provision of Earth wire and connecting to the Rail if any	Per Detection point	4	12804.75	51219.00		51219.00	
133	LOA	Excavation of cable trench in hard laterite soil 300mm width and 400mm depth and concreting for a width of 300 mm and thickness of 150 mm after placing bricks above the cable breadthwise horizontally.	Mtrs	250	554.34	138585.00		138585.00	LOA dtd 24.04.26 (SA)
134		Excavation of OFC Joint pit and provision of RCC Joint/loop chambers of 1.2 Mtrs dia, 60cm height and 50mm thickness with 2 pieces top and 50mm bottom cover with holes for drainages (reinforcement as per DRG. No. OFC/2009/17)	Nos.	4	10626.56	42506.24		42506.24	
		(c) Total for NS Arrangements				4650300.93	0.00	4650300.93	
		Sub Total (a) + (b) + (c)				11969622.05	1972165.86	13941787.91	
		Grand Total						13941787.91	

Accd
SSE/Dep/S&T
12/05/26

SSE/G&S/SA
12/05/26

Junior Engineer

Sr.DSTE/GS/SA
DSTE / GATI SHAKTI / SALEM.

Format of Certificate to be submitted/uploaded by the Tenderer along with the Tender Documents

(To be executed in presence of public notary on non-judicial stamp paper of the value of Rs.100/-. The stamp paper has to be in the name of the tenderer) **

I_____(Name and designation) ** appointed as the attorney / authorised signatory of the tenderer (including its constituents), M/s _____ (hereinafter called the tenderer) for the purpose of the Tender documents for the work of as per the tender No _____ of Southern Railway, do hereby solemnly affirm and state on the behalf of tenderer including its constituents as under :

1. I/We the tenderer(s) am/are signing this document after carefully reading the contents.
2. I/We the tenderer(s) also accept all the conditions of the tender and have signed all the pages in confirmation thereof.
3. I/We hereby declare that I/We have downloaded the tender document from Southern Railway website www.ireps.gov.in and printed the same. I/we have verified the contents of the printed document from the website and there is no addition, on deletion or no alteration to the contents of the tender document and in case of any discrepancy noticed at this stage i.e., evaluation of tenders, execution of work or final payment of the contract, the master copy available with the railway administration shall be final and binding upon me / us.
4. I / we declare and certify that I / We have not made any misleading or false representation in the forms, statements and attachments in proof of the qualification requirements.
5. I/we also understand that my / our offer will be evaluated based on the documents / credentials submitted along with the offer and same shall be binding upon me/us.
6. I/we declare that the information and documents submitted along with the tender by me / us are correct and I / we are fully responsible for the correctness of the information and documents submitted by us.
7. I/we certify that we the tenderer(s) is/are not blacklisted or debarred by Railways or any other Ministry /Department of Govt. of India from participation in tender on the date of submission of bids, either in individual capacity or as a HUF/ member of the partnership firm/LLP/JV/Society/Trust.
8. I/we understand that if the contents of affidavit submitted by us are found to be forged /false or incorrect at any time during process for evaluation of tenders, it shall lead to forfeiture of the Bid Security besides banning of business for a period of up to 5 years, Further,

I/we (insert name of the tenderer)** _____ and all my/our constituents understand that my/our offer shall be summarily rejected.

9. I/we also understand that if the contents of affidavit submitted by us are found to be false/forged or incorrect at any time after the award the contract, it will lead to termination of the contract, along with forfeiture of Bid Security / Security Deposit and Performance Guarantee besides any other action provided in the contract including banning of the business for a period of up to 5 years.

   I/we have read the clause regarding restriction on procurement from a bidder of a country which shares a land border with India and certify that am/We are not from such a country or, if from such country, have been registered with the Competent Authority.

   I/We hereby certify that I/we fulfil all the requirements in this regard and am /are eligible to be considered (evidence of valid registration by the competent authority is enclosed)

SEAL AND SIGNATURE OF THE TENDERER

Place:

Date:

**The contents in Italics are only for guidance purpose. Details as appropriate are to be filled in suitably by tenderer.

This affidavit is to be given by each member in case of JV or Partners of Partnership Firm.

Mandate Form by Tenderer for EFT/ECR/RTGS/NEFT Payments

1. Firm/Person/Party's name:
2. Address:

3. Telephone No/Cell phone no & Fax:
4. E Mail:
5. PAN:
6. Particulars of Bank Account:
   a) Name of Bank:
   b) Name of Branch:
   c) Address:

   d) Telephone No.:
   e) 9-Digit code number of the bank and branch appearing on the MICR cheque issued by the bank: _____.
   f) Type of account (S.B/Current of Cash Credit) with code:
   g) IFSC Code:
   h) Account number (as appearing on the cheque book)

I hereby declare that the particulars given above are correct and complete. If the transaction is delayed or not affected at all for reasons of incomplete or incorrect information, I would not hold the user institution responsible. I have understood the scheme and agree to discharge the responsibility for which I am liable as a participant under the scheme.

SEAL AND SIGNATURE OF THE TENDERER

Date:

(Please attach a blank cancelled cheque or photocopy of the cheque or front page of your savings bank passbook issued by your bank for verification of the above particulars) (Where the cheque does not carry IFSC Code, an attestation from Bank attesting the IFSC Code should be given.)

Master Circular 2026 on 'Rail Based Logistics through development of Gati Shakti Multi-Modal Cargo Terminals (GCTs) and Cargo Related Facilities (CRF)'

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

No. 2021/TC(FM)/18/23 New Delhi-110 001, Dated 14.02.2026

The General Managers,
All Zonal Railways

Sub: **Policy to promote Rail Based logistics through development of 'Gati Shakti Cargo Terminals (GCT)' and 'Cargo Related Facilities (CRF)'.**

Ref: (i) Freight Marketing/Master Circular on Gati Shakti Cargo Terminal/2021 issued vide Board's letter No. 2021/TC(FM)/18/23 dated 15.12.2021, 06.12.2022 & 07.01.2026.
(ii) Standard Agreements for GCTs issued vide Railway Board's letter no. 2021/TC(FM)/18/23 –Part (2) dated 07.07.2022.
(iii) L&A / Master Circular on 'Policy for Management of Railway land' issued vide Board's letter no. 2021/LML/25/5 dated 04.10.2022.

*****

1.0 In order to promote Rail based logistics, this policy has been issued which encompasses development of Gati Shakti Multi-Modal Cargo Terminals (GCTs) and provides a policy framework for development of Cargo Related Facilities (CRF) on identified spare-able railway land.

2.0 The policy comprises of 4 schedules, one each for (i) schedule-'1' – for development of GCT on non-Railway land, (ii) schedule-'2' – for development of GCT on fully/partially on railway land, (iii) schedule '3' - procedure and guidelines for development of Cargo related facilities (CRF) and (iv)schedule –'4' provisions regarding ownership and maintenance of GCTs and dispute resolution mechanism.

3.0 The policy is in supersession of existing Master Circular on Gati Shakti Cargo Terminal 2026 dated 07.01.2026 mentioned under references above.

This issues with the approval of Board (M/O&BD, M/Infra, M/T&RS, M/Finance and Chairman & CEO, Railway Board).

Enclosure/As Above

14.2.2026

Yasir Rizvi
Joint Director Freight Marketing

No. 2021/TC(FM)/18/23 New Delhi, Dated 14.02.2026

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)

No. 2021/TC(FM)/18/23 New Delhi, Dated 14.02.2026

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)
8. Director General, National Academy of Indian Railways, Vadodara.
9. Managing Director/Chief Commercial Manager, Konkan Railway Corporation Ltd.
10. Managing Director, CRIS, Chanakyapuri, New Delhi.
11. Managing Director, DFCCIL, Pragati Maidan, New Delhi
12. Chief Managing Director, CONCOR

14.2.2026

Yasir Rizvi
Joint Director Freight Marketing

No. 2021/TC(FM)/18/23 New Delhi, Dated 14.02.2026

Copy for kind information to:

1. EDPG/MR, EDPG/MOSR(D), EDPG/MOSR(J), OSD/MR
2. Chairman & CEO, Member (O&BD), Member (Finance), Member (Infra.), Member (T&RS), DG(RPF), and Secretary Railway Board.
3. AM(Traffic), AM(C), PED(Infra), PED(Vig.), PED/TT(M), PED/Gati Shakti, ED/IP, EDTC(Rates), EDTT(S), EDTT(F), ED(Plg.), EDT(PPP), EDV(T), EDF(C&PPP), EDCC, OSD/M(O&BD)
4. DTC/R, JD/CC and DD/PR

Sub: Policy to promote Rail Based logistics through development of 'Gati Shakti Cargo Terminals (GCTs)' and 'Cargo Related Facilities (CRF)'

1. The PM Gati Shakti framework has been launched by the Government of India in 2021, for integrated infrastructure development. Indian Railways, taking forward the spirit of integrated multi-modal infrastructural development, intends to create an integrated logistics ecosystem and reduce transportation cost and time. This policy seeks to promote proliferation of new Cargo Terminals, improve existing Cargo Terminals and develop cargo-related facilities on identified spare-able Railway land to accelerate the growth in Railways' cargo traffic.

1.1 This policy comprises of 4 schedules, one each for (i) development of GCT on non-Railway land, (ii) development of GCT on fully/partially on railway land, (iii) procedure and guidelines for development of Cargo related facilities and (iv) provisions regarding ownership and maintenance of GCTs.

1.1.1 All new as well as under-construction/ under-approval Cargo Terminals shall be covered by GCT guidelines given in Schedule -'1', 2 & 4' of this policy.

1.1.2 Identification of Railway land, planning, selection of developer and development of cargo related facilities shall be covered as per guidelines given in Schedule-'3' & part IV of schedule '4' of this policy.

1.2 **Definitions -**

The Key Terms used in these policy guidelines have been defined below for correct interpretation and elimination of ambiguities.

i. Act: The Railways Act, 1989, as amended from time to time.

ii. Agreement: Document executed by a Gati Shakti Multi-Modal Cargo Terminal Operator (GCTO) and Sr. Divisional Commercial Manager setting forth the terms and conditions for operation of a Gati Shakti Multi-Modal Cargo Terminal (GCT).

iii. Authorized Users: Rail users authorized by the GCTO to make use of the facilities at a GCT.

iv. Cargo Terminal: Terminal where goods are loaded in wagons/ coaching vehicles for transportation over Indian Railway network, and/or unloaded from wagons/ coaching vehicles after being transported over Indian Railway network.

v. Cargo Related Facilities (CRF): Cargo Related Facilities mean logistics and allied infrastructure developed on Railway land by a selected Developer, at its own cost and risk, to promote and enhance rail freight and parcel movement. These facilities include activities listed in the policy (and other approved activities) that contribute to cargo generation for Railways and are linked to designated railway terminals.

vi. Cargo Related Facilities Developer: Cargo Related Facilities Developer means an eligible entity selected through a transparent competitive bidding process for development and operation of CRF on leased Railway land. The Developer is responsible for financing, construction, operation, statutory compliances, payment of land lease charges, and fulfillment of Guaranteed Railway Freight (GRF) obligations as per the Agreement.

vii. Charging on Through Distance Basis: The system of charging freight up to the buffer end of the siding, instead of levying Siding Charges.

viii. Common User Facility (CUF): All traffic facilities, such as 'Y' connection, Grade Separator, RoR, additional lines / loop lines, crossing station, patch doubling, shunting neck, engine escape line, Signalling Interlocking arrangement, modification to existing OHE or Electrification in future in station limit etc. In case of additional facility or any doubt regarding CUF, the decision of the DRM will be final".

ix. Consignee: The person named as consignee in Railway Receipt.

x. Consignor: The person named in Railway Receipt as consignor, by whom or on whose behalf goods covered by the Railway Receipt are entrusted to a Railway for carriage.

xi. FBD Portal : Freight Business Development (FBD) Portal is a single window access for availing Indian Railways Freight Business Information and Services.

xii. FOIS: Freight Operations Information System.

xiii. GCT : Gati Shakti Cargo Terminal – A private terminal notified under Gati Shakti Cargo Terminal (GCT) policy of Indian Railways, to deal with rail based cargo.

xiv. Gati Shakti Multi-Modal Cargo Terminal Operator (GCTO): The entity constructing and/or managing a Gati Shakti Multi-Modal Cargo Terminal (GCT).

xv. Engineering Scale Plan (ESP) : is a detailed, scaled drawing of a railway yard or section of track, showing track layouts, structures, and other relevant details including CUF clearly marked.

xvi. Good Industry Practices: The practices, methods, techniques, designs, standards, skills, diligence, efficiency, reliability, and prudence which are generally and reasonably expected from a reasonably skilled and experienced operator engaged in the same type of undertaking as envisaged under this Policy, following applicable laws and applicable permits in reliable, safe, economical and efficient manner; and which are expected to result in fulfillment of obligations of operator under the Agreement.

xvii. Over Head Equipment (OHE): Infrastructure and equipment installed to provide electric traction.

xviii. Private Freight Terminal (PFT): A terminal notified under Private Freight Terminal (PFT) policy of Indian Railways, to deal with rail-based cargo.

xix. Private Siding: Privately owned siding constructed by a 'customer' at its own cost for railway cargo services at the premises of its plant, or manufacturing unit, or production unit, or mine, etc, connecting the customer's works with the Railway system.

xx. Divisional Railway Authorities : Divisional Railway Manager (DRM) including Railways' Divisional officers, viz. Senior Divisional Operations Manager (Sr.DOM), Senior Divisional Commercial Manager (Sr.DCM), Senior Divisional Finance Manager (Sr.DFM), Senior Divisional Engineer (Sr.DEN), Senior Divisional Electrical Engineer (Sr.DEE), Senior Divisional Signaling & Telecommunication Engineer (Sr.DSTE), Senior Divisional Mechanical Engineer (Sr.DME), and their representatives.

xxi. Railway Land: Land owned by Railways.

xxii. Railway Receipt (RR): The receipt issued under section 65 of The Railways Act, 1989, on acceptance of goods and which entitles the consignee to take delivery of the goods at the destination Rail Terminal.

xxiii. Rake: A train load of wagons with a prescribed composition.

xxiv. Take-off point: The Stock Rail Joint of 'last point and crossing' at serving station, through which the rolling stock can be diverted towards a Cargo Terminal.

xxv. Terminal Access Charges: Charges levied by Railways on rail-customers for handling of *privately-owned* rakes at 'Railway goods-sheds' and 'Cargo Terminals fully or partially on Railway land' as per the Policy, at the rates prescribed by Railways.

xxvi. Terminal Charges: Charges levied by Railways on rail-customers for handling of *railway-owned* rakes at 'Railway goods-sheds' and 'Cargo Terminals fully or partially on Railway land' as well as on rakes at 'Cargo Terminals entirely on non-Railway land' as per the Policy, at the rates prescribed by Railways.

xxvii. TMS: Terminal Management System of FOIS.

2. Gati Shakti Cargo Terminals

2.1 Migration Option for Existing Terminals into GCTs-

Existing Cargo Terminals governed by Private Siding or Private Freight Terminal policies or Gati Shakti Cargo Terminal policies of 2021, 2022 & 2026 shall have the option to continue with their existing Agreements, or to migrate to this policy.

2.1.1 Existing Cargo Terminals can migrate to this policy by submitting a request to the Divisional Railway Manager (DRM) of the concerned Railway division. This migration is contingent upon the:

2.1.1.1 Clearing of all pending Railway dues from all Cargo Terminal owned by the applicant, its subsidiaries, parent company, or sister concerns situated within that specific Railway division. And,

2.1.1.2 Withdrawal of all pending arbitration cases and court cases related to the existing terminal under consideration for migration.

The provisions of this policy will apply to such migrating Cargo Terminals from the date the DRM approves the request.

2.1.1.3 The migration application mandates the submission of :

2.1.1.3.1 A complete inventory of all terminals under the ownership of the applicant's company, including its subsidiaries, parent company, and sister concerns, situated within the specified Railway division.

2.1.1.3.2 A legally binding Undertaking affirming that all terminals listed are free from any outstanding Railway dues and the terminal owner is not a party to any pending court cases or arbitration cases w.r.t. terminal under consideration for migration.

2.1.1.4 The Divisional Railway will conduct due diligence to validate the claims regarding the absence of dues and legal disputes prior to approving the migration.

2.1.2 If a terminal owner disputes claims or charges levied by the Divisional Railway, they may submit a representation to the concerned Divisional Railway Manager (DRM). This representation must be made after clearing the disputed dues. The DRM will decide on the representation within two months of submission, following an examination of the facts with concurrence of associate finance.

2.1.2.1 If the DRM determine that that the claims or charges levied by the Divisional Railway were not in accordance with policy guidelines, any excess amount paid by the terminal owner will be refunded within fifteen days of such a decision.

2.1.2.2 If the terminal owner remains unsatisfied with the DRM's decision, an appeal may be addressed to the General Manager, whose decision will be final.

2.1.3 In the situation where, Railway has preferred an appeal against the order of arbitration/lower court in a higher court, and if the terminal owner agrees (through submission of an affidavit to Railway) to abide by order of such higher court where Railway has filed an appeal, migration may be permitted by the Railways.

2.2 Sidings/PFTs that have been partially commissioned (i.e. became partially operational with subsequent phases under construction, planning, or approval)prior to 15.12.2021, and whose next phase is planned for commissioning/ becoming operational after this date, 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 this Policy.

3. Eligibility for GCT Operators (GCTO)

3.1 The categories of applicants permitted to set-up GCTs, as GCTO, shall be as under:

Category	***Supporting Documents*** *(self-attested copies to be submitted/ uploaded)*
a) Individual/ Sole Proprietorship Firm	1. PAN 2. TAN (in case of Sole Proprietorship Firm only)
b) Hindu Undivided Family (HUF)	1. PAN 2. Notarized Affidavit declaring that the signatory is the 'Karta' of the HUF and has the authority, power, and consent of other members
c) Partnership Firm	1. PAN and TAN 2. Notarized copy of the Partnership Deed/ Partnership Deed registered with the Registrar 3. Notarized or registered copy of Power of Attorney in favour of the individual to sign on behalf of, and to create liability against the firm
d) Company registered under Companies Act 2013	1. PAN and TAN 2. Memorandum of Association (MoA)/ Articles of Association (AoA) 3. Certificate of Incorporation 4. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the company 5. Resolution of the Directors of the Company, permitting the company to set up and/or operate a GCT

e) Limited Liability Partnership (LLP)	1. PAN and TAN 2. LLP Agreement 3. Certificate of Incorporation 4. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the LLP
f) Registered Society/ Registered Trust	1. PAN and TAN 2. Certificate of Registration 3. Memorandum of Association of Society/ Trust Deed 4. Rules & Regulations of the Society 5. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the Society/ Trust
g) Joint venture (JV)/ Consortium	1. JV/ Consortium Agreement 2. Name and authorization of lead member (*Note:* On receipt of approval of Divisional Railway Manager for setting-up and/or operation of GCT, JV/Consortium shall have to convert into a legal entity – Firm/ Company/ LLP. Agreement shall be entered into by RA with the above legal entity only)

3.2 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).

4. **Application and Approval Process**

4.1 The processing of Application and approval of GCTs shall be in accordance with the time-lines given in Schedules '1' & '2' for non railway land and partially/ completely on railway land respectively.

4.2 The Divisional Railway Manager (DRM) of the concerned Division will serve as the Nodal Officer for all matters related to the establishment and/or operation of Gati Shakti Cargo Terminals (GCTs).

4.3 During the approval and construction phases of a new GCT, the Senior Divisional Operations Manager (Sr.DOM) will act as the coordinating officer.

4.4 Upon the commissioning of the GCT, the role of coordinating officer will transition to the Senior Divisional Commercial Manager (Sr. DCM).

5. **Capital Cost of GCT**

5.1 The GCTO shall bear the entire capital cost of new GCT from the take-off point onwards (to be marked on the Engineering Scale Plan (ESP)) at the serving station.

5.1.1 For the connectivity portion of a GCT that utilizes Railway land, including any land specifically acquired by the Railway for this purpose under **Clause 17.2** of this policy, only the minimum essential infrastructure required for train movement will be provided at the GCTO's expense. This essential infrastructure, may include track (including necessary bridges and earthwork), Overhead Equipment (OHE), and Signalling& Telecommunication (S&T) equipment as detailed in FM Circular 21 of 2024, (Annexure-B). Any other assets needed for the connectivity that are not directly related to track, signalling, or OHE will be constructed by the Railway at its own cost. In case of any dispute, the decision of DRM shall be final in this regard.

5.1.2 The ownership of infrastructure including the track, signalling equipment and OHE created on Railway land under para 5.1.1 above shall belong to Railway, even though the capital cost for these shall be borne by the GCTO.

5.1.3 For migration of existing Terminals to this new policy, the GCTO will be required to transfer the ownership of assets (track, OHE and signalling equipment) created on Railway land to Railway free of cost. The cost of up-gradation of assets (if required) to the desired standards, at the time of transfer of ownership to Railway, shall also be borne by the GCTO and the minimum infrastructure required for this purpose shall be decided by Divisional Standing Committee as per guidelines prescribed under FM Circular 21 of 2024 (Annexure 'B')i.e. provision of minimum infrastructure for developing a GCT.

5.1.4 Railway shall not levy any Departmental Charges for supervision, inspection and related activities, for the construction of GCT. However, for the terminal where the construction work is done on deposit basis, then all dues charges shall be payable as per the extant deposit work policy. 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.

5.2 The capital cost for all common-user traffic facilities-CUF (to be marked on the ESP) as defined at para 1.2(viii) shall be borne by the Railway. Common-user facility (CUF) can be developed at serving station or at any other location / other than the serving station on railway land (before the take off point), as deemed necessary by the DRM for the smooth train operation. While deciding the CUF, due care may be taken by the division that unwanted facilities not be treated as CUF. For the sake of clarity, only those facilities which are essential for improving the train mobility must be covered under CUF.

5.2.1 Zonal Railway shall ensure adequate availability of funds to ensure timely completion of common-user traffic facility works as defined above, so that commissioning of GCTs is not delayed.

5.2.1.1 For common-user traffic facility works requiring substantial investment (such as RoRs, Grade Separators, etc.), the concerned division shall seek sanction under the relevant Plan Head and execute the work. *However, if the sanction and execution by the division is likely to get delayed which may impact the commissioning of terminal, the procedure outlined in para 5.2.2, 5.5.1 & 5.5.2, may be followed with the approval of DRM.*

5.2.2 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:

5.2.2.1 Work shall be executed through Railway's approved consultant/contractors.

5.2.2.2 Ownership of such assets will remain with Railways.

5.2.2.3 The detailed estimate shall be prepared and vetted by the relevant Division only in instances where the project involves common user facility works.

5.2.3 An amount equivalent to ten percent (10%) freight discount only on the total goods traffic handled (*inward as well as outward*) in the GCT shall be *reimbursed* 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.

5.3 Maintenance and operation of assets created under para 5.2 above for common-user traffic facilities on railway land including staff costs, shall be the responsibility of the Railway.

5.4 The capital expenditure required for augmenting or up-grading the facilities and infrastructure on the connectivity portion from take-off point onwards towards Terminal and within the premises of Terminal shall be borne by the GCTO.

5.5 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 and necessary signalling arrangements may be considered, provided it is operationally feasible. This will be done on the request of GCTO.

5.5.1 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.

5.5.2 However, for new GCTs planned to load one million Tonne or more (outward and inward traffic) per annum, the capital cost of new Block Hut/ Block Station will be repaid to the GCTO by Railway.

5.5.2.1 The repayment of capital cost of the new Block Hut/ Block station will be made by Railway through 10% rebate on the outward traffic loaded at the Terminal and in case of inward traffic handled at the terminal reimbursement equivalent to 10% rebate will be made, till such time the capital cost has been repaid to the GCTO.

5.5.2.2 The repayment of capital cost will be done only if the Terminal achieves the target of Freight handling (Inward as well as Outward) of one million Tonne per annum within two Calendar Years of commissioning (excluding the year of commissioning). For example, if a GCT commissioned during calendar year 2026 achieves one million Tonne loading during calendar year 2028, then the repayment of capital cost of new Block Hut/ Block station (through 10% rebate on outward traffic) shall start from 01st April 2029.

5.5.2.3 This repayment shall be made for the investment made by the GCTO on behalf of Railways. As such, this repayment through freight rebate shall be admissible over and above all other rebates that the GCTO may become eligible for in future.

5.5.2.4 This provision of repayment shall be applicable only for GCTs for which Agreement between RA and GCTO has not been entered into till the date of issue of this Policy.

5.5.2.5 If the GCTO is not the consignor / consignee at any such terminal, an amount equal to 10% rebate on the outward / inward traffic shall be reimbursed to the GCTO. The tax liability, if any, for such reimbursement shall lie with the GCTO. The total amount so reimbursed to the GCTO, including the applicable taxes, shall not exceed the amount mentioned in the above para 5.5.2 and its sub-paras.

5.5.3 The cost of operation and maintenance of such Block Hut/ Block station shall be borne by the Railway w.e.f. the date of issue of this policy. However, for existing

Terminals (*where PFT/Private Siding Agreement has been entered into between Railway Administration and operator before the issue of this Policy*) where cost of operation and maintenance of such Block Huts/ Block stations has already been deposited by the GCTO, there shall be no refund. Further, dues of operation and maintenance cost of Block Hut/ Block station, if any, pending as on the date of issue of this policy shall be payable by GCTO.

6. **Security of Assets**

6.1 The responsibility of security of railway assets over Railway land shall be of Railways. However, the responsibility of security of railway assets outside Railway Land or on land leased/ licensed to GCTO shall be of GCTO.

6.1.1 In case of theft of any railway asset on non-Railway land or railway land leased/ licensed to GCTO, the maintenance of which is with Railway, the restoration shall be done by Railway but the cost of such restoration shall be borne by the GCTO.

6.1.2 In case of theft of OHE including OHE on non-Railway land or railway land leased/ licensed to GCTO, restoration shall be done by Railway but the cost of such restoration shall be borne by the GCTO.

7. **Maintenance of Assets**

7.1 Maintenance of assets on Railway land (excluding the Railway land leased/ licensed to GCTO), including Track and Signalling Equipment installed on Railway land under para 5.1.1, shall be done by Railway at its own cost.

7.2 Maintenance of OHE from the take-off point onward including inside the Terminal shall be done by Railway at its own cost – as this involves safety of men and equipment, and can also impact rail operations outside the Terminal boundary.

7.3 In addition to above, the maintenance of assets (track, bridges, signalling equipment, etc) on non-Railway land including the land leased/ licensed to GCTO, *outside the Terminal*, may also be done by Railway at its own cost if the GCTO transfers the ownership of these assets to Railway (the ownership of land on which such assets are created shall however continue to be with GCTO). Provided further, this provision shall be applicable only to those GCTs where freight tariff is charged on 'through distance basis.'

7.3.1 In case maintenance of assets, including Track and Signalling Equipment, is being handed over to Railways on migration to this policy by GCTO, the GCTO will ensure that the standards of track and signalling infrastructure being transferred to Railway is in accordance with the prescribed standards for GCTs, as decided by Railways. If any up-gradation/ replacement/ renewal of any infrastructure is required, the GCTO shall bear the cost for the same.

7.3.2 In case of damages to the assets due to accident, etc, the replacement shall be done by Railway. However, if the responsibility of accident, after Enquiry (joint enquiry by representatives of Railway as well as GCTO), is fixed on the GCTO – the GCTO shall have to bear the cost of all the replacements. The decision of the Nodal Officer, i.e. DRM, in this regard shall be final.

7.3.3 In case the damage to assets is due to an external cause (floods, breaches, terrorist activity, etc), the cost of restoration shall be borne by the GCTO.

7.3.4 If the GCTO does not agree to transfer the ownership of assets (track, bridges, signalling equipment, OHE, etc) to Railway or freight tariff is not chargeable 'on

through distance basis'; the maintenance of these assets – except OHE – shall continue to be the responsibility of GCTO.

7.3.4.1 Railway shall be entitled to conduct periodic inspections of such GCTs being maintained by the GCTO, for which Inspection Charges will be levied as per the prescribed norms.

7.3.4.2 GCTO may also get the maintenance done through Railway for such Terminals, in which case Maintenance Charges shall also be levied as per the prescribed norms.

7.3.5 The maintenance of GCT yard, including loading/ unloading lines, shall be the sole responsibility of GCTO. Distribution of the responsibility of track has been explained in Schedule '4'.

7.3.6 At such GCTs, Railway shall maintain the signalling equipment till the line-clear/ receipt-despatch arrangement with serving station(s), at its own cost. Maintenance of signalling equipment internal to the Terminal shall be the sole responsibility of the GCTO.

7.4 The cost of all subsequent up-gradations (on account of change of technology, standards, etc) shall be borne by the GCTO.

7.5 Maintenance of all the infrastructure and equipment inside the GCT which are not to be accessed by Railways' rolling-stock, and maintenance of infrastructure required for loading/ unloading (tipplers, hoppers, etc) shall be the responsibility of GCTO.

7.6 Schedule '4' indicates the ownership and responsibility for maintenance of assets for a GCT.

8. **Cost of Electrification**

8.1 In case of new GCT, the entire cost of electrification of the Terminal and the connectivity portion between take off point and GCT, shall be borne by the GCTO.

8.2 While undertaking electrification of main line and serving station by Railways, the electrification of the existing GCT(s) including the rail-line connecting the Terminal(s) shall be undertaken at the Railway's cost.

9. **Handling of Wagons in GCTs:**

9.1 If any damage and deficiencies is caused to railway wagons due to the fault of the GCTO, the damage and deficiency charges shall be raised by Railway and paid by the GCTO as per the extant rules of Railways.

9.2 All tipplers and bulk handling systems used for loading/unloading of Railway wagons shall be provided and commissioned by GCTO at its own cost in accordance with the RDSO's approved specifications. This provision shall however not be applicable on the systems/ equipment installed by GCTO which are not to be used for handling Railway wagons (such as conveyor-belts, JCBs, excavators, etc).

9.2.1 GCTO shall ensure that tipplers, bulk handling systems, and mechanized equipment are operated only by the qualified and experienced staff under adequate supervision.

9.2.2 Such equipment shall be regularly maintained and replaced at the end of their codal life by GCTO at its own cost.

9.2.3 In case of any accident/ derailment inside the Terminal or outside the Terminal up to serving station, Railway will provide Accident Relief Train (ART) initially

free of cost. Provided further, if the responsibility of accident/ derailment after enquiry is fixed on the GCTO, ART Charges shall be payable by GCTO as prescribed by Railway from time to time. The due Charges will be deducted from the future payments by Railway to GCTO. However, in case no regular payments are being made by Railway to GCTO, on demand from Railway, the GCTO shall pay ART Charges to Railway without any delay.

9.2.4 The accident inquiry as mentioned in para 9.2.3 above shall be conducted by the Railway representatives nominated by DRM. Joint observation for the accident inquiry will be signed by the representative nominated by GCTO. The accepting authority of the Inquiry Report shall be as per extant policy of Indian Railways, whose decision shall be final and binding on GCTO.

10. **C&W Maintenance Facilities**

10.1 If C&W facilities are operationally required at any GCT as per the extant instructions, the capital cost for creating such facilities shall be borne by the GCTO. The regular upkeep, maintenance, any upgrade(s) and replacement of the C&W infrastructure and associated facilities (including tools, machinery, and plants), as per extant norms, shall also be the responsibility of the GCTO. The operational cost of staff, material and associated expenses for Railway-owned Rolling stock shall be borne by Railway. For private rolling stock, operational cost of staff, material and associated expenses shall be borne as per the applicable provisions of the extant agreement under various wagon investment schemes.

10.2 For GCTs dealing with POL and other hazardous material, specialized facilities shall be developed and maintained by the GCTO at its own cost, both inside the Terminal and in the Railway yard, as required. All such facilities shall comply with applicable environmental and safety-related statutory and regulatory norms (including PESO, PNGRB, SMPV Rules, and other mandated safety regulations) to ensure safe handling and to prevent any untoward incident.

11. **Authorized Users**

11.1 GCTO shall inform Railway about the authorized rail users of the GCT before notification, so that they may be incorporated in the TMS module of FOIS.

11.2 If the GCTO desires to add more rail users subsequently, GCTO shall inform Railway at least seven (07) working days in advance, to enable incorporation of such rail users in FOIS.

12. **Commodities Permitted**

12.1 Unless otherwise specified by Indian Railway, a GCT shall be permitted to book and handle all parcel (*full parcel rakes only*) and goods 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.

13. **Engine-on-Load (EOL) Scheme**

13.1 All new GCTs shall be set up on 'charging on through distance basis,' as per the instructions contained in Rates Master Circular on 'Freight on Through Distance Basis issued on 24.09.2014, as modified from time to time.

13.2 All new GCTs charged on through distance basis shall be governed by the Engine-on-Load policy (FM Circular No.16 of 2023 dated 13.12.2023), as modified from time-to-time.

13.2.1 Railway may permit commissioning of a new GCT (or migration of an existing terminal to this policy) on non-EOL and/or non-through distance basis with the approval of DRM, if these are not operationally feasible.

13.2.2 If a new GCT/ existing terminal migrating to GCT, is approved on non-through distance basis- then the maintenance of assets on non-Railway land (except OHE) - shall continue to be responsibility of GCTO (as per provision of para 7.3.4 of this policy).

14. Charging of Commercial Staff

14.1 No cost of commercial staff will be charged from the GCTO w.e.f the date of issue of this policy. However, for existing Terminals (*where PFT/ Private Siding Agreement has already entered into between RA and operator before the issue of this Policy*) where cost of commercial staff has already been deposited by the GCTO, there shall be no refund on migration to the GCT. Further, dues of commercial staff cost pending, if any, as on the date of migration shall be payable by GCTO.

15. Provision of Weighbridge

15.1 All GCTs planning to deal with outward cargo (loading) shall have a provision of at a suitable location (as per extant guidelines of Ministry of Railways) inside the Terminal. The Weighbridgeshall comply with OIML (International Organization of Legal Metrology) document (available at https://www.oiml.org/en/files/pdf_r/_r106-2-e12.pdf) and the latest RDSO specifications.

15.1.1 Provision of Weighbridge shall not be essential for GCTs dealing with inward cargo (unloading) only. Provision of Weighbridge shall also be exempted for GCTs handling 'Motor Vehicles only' loaded on Automobiles wagons. However, the guidelines issued vide RMC / Weighment /2019/0 shall remain applicable, as amended from time to time.

15.1.2 If a GCT without a Weighbridge plans to start loading, the GCTO shall make arrangement for provision of a Weighbridge as per the provisions of the Policy. DRM, in consultation with CFTM of the Railway, may, however permit loading at a GCT (if operationally feasible) - by nominating an alternative Railway weighbridge for weighment of rakes, awaiting installation of Weighbridge, for a period of up to six months at a time from the date of start of such loading, duly recording the reasons for the same.

15.2 GCTO shall bear the cost of procurement (inclusive of the requisite warranty and a post-warranty comprehensive Annual Maintenance Contract (AMC) till the end of codal life/replacement on condition basis), installation, and replacement of the Weighbridge at the end of its codal life/replacement on condition basis. GCTO shall also bear the cost of weighbridge house, weighbridge siding, and related infrastructure.

15.3 GCTO shall get the weighbridge certified by the Weights & Measures department of the state government, and shall comply with all the applicable statutory and legal requirements.

15.4 GCTO shall bear the cost of installation & operation of Weighbridge, and the cost for its linking with FOIS.

15.5 RR will be issued on the basis of weighment within a GCT as per the extant instructions provided vide Rates Master Circular/Weighment/2019/0 dated 25.07.2019 and other applicable instructions of Railways, as modified from time to time.

15.6 Whenever the Weighbridge goes out of order, it shall be put right by the GCTO within three days, failing which a penalty of Rs 4,000/- per day or part thereof for the next ten days, and Rs 8,000/- per day or part thereof thereafter, shall be imposed.

15.7 Any other issue pertaining to installation, commissioning, maintenance, and functioning of Weighbridge at a GCT, not covered under this policy, shall be governed by the provisions contained in Rates Master Circular No. RMC/Provision of Weighbridge/2019/0 dated 11.07.2019, as modified from time to time and other related instructions issued by Railway Board from time to time.

15.8 No extra free-time will be provided for weighment at aWeighbridge inside a GCT.

16. Installation of FOIS and TMS

16.1 FOIS and TMS with limited access as prescribed by Indian Railways shall be installed at the GCT – at the cost of GCTO. All RRs will be prepared through TMS. Complete maintenance of FOIS and TMS will be done by Railway at its own cost.

16.1.1 Cost of replacement of FOIS and TMS equipment, at the end of their codal life, shall be borne by the GCTO.

16.1.2 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.

17. General Conditions

17.1 Applicant/ GCTO will be solely responsible for – (a) arranging/ acquiring/ ownership/ lease/ licensing of non-Railway land for the development of GCT; (b) all statutory and non-statutory clearances from other government departments and statutory bodies; and (c) payment of all charges, taxes/ GST, surcharges, cess, levies, etc, related to transportation and handling of cargo.

17.2 For GCTs being developed entirely on non-Railway land, the portion of land required forlinear connectivity of GCT with the serving Railway station may be acquired by Railway Administration on the specific request of applicant/ GCTO and at the cost of the applicant/GCTO, under the 'Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013'/ 'The Railway Act, 1989'.

17.2.1 An estimate of the cost of the land, prepared by Railway Administration in consultation with the Land Acquisition Officer, will be presented to the applicant, who shall deposit the amount before any further action is initiated for the acquisition of land. The applicant shall also agree to pay on demand such excess cost, if any, as may be incurred for the acquisition of this land.

17.2.1.1 The applicant shall also agree to compensate Railway if any extra cost is incurred by Railway arising out of such acquisition, even after commissioning of the Terminal.

17.2.2 Ownership of the land so acquired will vest with Railway, and the applicant for the Terminal shall have no right or claim thereto.

17.2.3 The entire cost of Railway infrastructure to be developed on such portion of acquired land will be borne by the GCTO, however the ownership of assets so

created on such land will rest with Railway. Railway will reserve the right to grant connectivity to other Gati Shakti Cargo Terminal(s) taking off from the track passing over this land.

17.3 Unless otherwise mentioned in this policy,

1. Existing 'Commercial and operation rules' as applicable on a Goods Shed for booking, supply and delivery of goods shall be applicable at GCTs on railway land.

2. Existing 'Commercial and operating rules' as applicable for a private siding for booking, supply and delivery of goods shall be applicable at GCTs on non railway land'

17.3.1 All GCTs are required to function round the clock on all days, including Sundays and other holidays.

17.4 The GCTO shall be responsible for clearance of all Railway dues, including demurrage charges, accrued within the GCT.

(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 be levied.

(ii) The rate 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 Authoritieswill be authorized to impose loading restriction or quota for an appropriate duration for such a GCT.

17.5 The cost of electricity/ diesel consumed by Railway locomotives shall be borne by Railway.

17.6 The GCTO shall provide at his own cost the level-crossings and ROB/ RUB/ LHSs for safe passage of trains as well as road vehicles, as per requirement and prescribed norms.

17.6.1 All level-crossings have to be provided with requisite infrastructure (gate-post, gate-lodge, etc) and have to be manned by GCTO at its own cost.

17.6.1.1 If the level-crossing becomes due for interlocking, the cost of interlocking shall be borne by the GCTO.

17.6.2 Maintenance of level-crossings falling on the track being maintained by Railway shall be done by Railway at its own cost; while maintenance of level-crossings falling on the track being maintained by the GCTO shall be done by GCTO (as illustrated in Section III of Schedule '4').

17.7 Railway shall reserve the right to grant connectivity to another GCT(s) from the connectivity portion of track, either on Railway land or on non-Railway land, subject to operational feasibility and consideration that the traffic to/from the initial GCT is not disrupted. On receipt of such proposal, Sr. DOM will first assess if adequate capacity is available for handling traffic of subsequent GCTO. The proposal will be processed only if adequate capacity is available and commissioning of an additional GCT is not likely to impact the traffic of the existing GCT. However, permission to grant connectivity to subsequent GCT shall be given by Divisional Railway Manager if initial GCTO and subsequent GCTO make necessary agreement themselves for sharing the cost and give their consent to Divisional Railway Manager, failing which, the decision of the Divisional

Railway Manager will be conclusive and binding on the Applicant as per the mechanism shared below:-

17.7.1 Such portion of the cost originally paid by the initial GCTO to the Railway, in respect of sub-grade works, and

17.7.2 The proportionate present market value of land.

The following illustration demonstrates the cost sharing mechanism:

ILLUSTRATION :

Illustration for calculation of proportionate capital investment and land value as per following example, :		
	FOLLOWING FACTORS ARE ASSUMED FOR ILLUSTRATION	
(A)	(i) Length of connectivity portion passing through the Railway land [assumed]	500 mt.
	(ii) Length of connectivity portion passing through the private land [i.e. GCTO land] – (assumed)	10 Km
	(iii) Total connectivity length	10.5 Km
(B)	(i) Expenditure (capital cost) incurred by initial GCTO for construction of lead line connectivity of 10.5 Km (as per approved ESP)	Rs. 21,00,000
	(ii) Capital cost per km comes out (B) / (A)	Rs. 2,00,000
(C)	(i) Assumed subsequent GCT seeks take off from after km length	4 Km
	(ii) Where Railway land connectivity falls on	500 Mt.
	(iii) And, connectivity on private land falls on	3.5 km
	(iv) Total private land involves on 3.5 km length	300000 Sq ft
(D)	Assumed present market value of land (as per prevalent circle rate)	Rs. 1000 / Sq ft
	CALCULATION OF PROPORTIONATE VALUE OF CAPITAL INVESTMENT AND LAND	
(E)	Proportionate value of capital cost (upto take off point of subsequent GCTO i.e. 4 km in this case) – (C(i) x B(ii) / 2)	Rs. 4,00,000/-
(F)	Proportionate value of land (excluding Railway land involve) – C(iv) x D / 2	Rs. 150,000,000/-
	Total amount to be paid by subsequent GCTO to initial GCTO	Rs. 150,400,000/-

Note:- Connectivity to a subsequent GCT from the connectivity portion of existing sidings / PFTs shall be governed by the their relevant policy / agreement.

On approval of connectivity by Railway to subsequent GCT, cost of the capacity enhancement works/traffic facilities up-gradation, if required to support the traffic of both terminals (as decided by the DRM), shall be borne by the GCT to whom connectivity is being subsequently granted. However, in case traffic facilities up-gradation/ capacities enhancement work is required in future, capital cost of the same shall be shared by both GCTs according to the increase/ expected increase in traffic handled by them, as decided by DRM.

For maintenance of Assets falls on common connectivity area (where GCTO does not agree to transfer the ownership of assets to Railway as per provision under para no. 7.3.4) shall be the responsibility of both the GCTOs and cost of the same shall be shared as per the proportion of traffic handled by them.

17.8 GCTO shall be responsible to provide and maintenance of CCTVs at loading /unloading points of terminal and will provide footage of the same to Divisional Railway Authorities,as and when required.

18. **Agreement**

18.1 An Agreement for GCT shall be signed before the issue of commercial notification and operation of the GCT by Railway. Sr.DCM of the concerned Division shall be the signatory of the Agreement.

18.2 For existing Terminals migrating to this Policy, the period of Supplementary Agreement (to be signed as per the provisions of this Policy) shall be co-terminus with the existing Agreement.

18.3 The mechanism of dispute resolution shall be as per Schedule '4'.

19. **Termination of the Agreement**

19.1 Subject to the provisions in the Agreement, Divisional Railway Manager (DRM)may terminate the Agreement with a GCTO operating a GCT in the event of any serious irregularity committed by the GCTO. This may include any grave breach of the terms and conditions of the Agreement, any default by GCTO, violation of The Railway Act, 1989, or commission of an unlawful act which is not in-line with Good Industry Practices.

19.2 Before terminating the Agreement, Sr.DCM with approval of DRM shall first issue a Show Cause Notice, informing GCTO to submit representation within 30 days. If no response is received, or if the response of GCTO is not satisfactory, a written Notice of Termination specifying a grace period of 180 days shall be given to the GCTO, by Sr.DCM with the approval of DRM. However, if no reply to the Notice for Termination is received within 180 days of the issue of Notice for Termination, the Agreement with GCTO will stand terminated and the same shall be communicated by Sr.DCM to GCTO. No termination payment shall be made by Railway to the GCTO.

19.2.1 If the GCTO submits a reply within 180 days, DRM will take further course of action on the merit of the case.

19.3 The GCTO will also have the right to terminate the Agreement by giving a notice of 180 days to the Divisional Railway Manager (DRM) in the event of any difficulty faced by the GCTO in smooth functioning of the Terminal for reasons attributable to Railway as laid down in this policy, or for any other reason internal to the GCTO. No termination payment shall be asked by Railway from GCTO.

19.4 Any dispute arising out of this Agreement will be resolved through the Dispute Resolution Mechanism as prescribed under schedule '4' of this policy.

Schedule'1'

Approval Process for Gati Shakti Multi-Modal Cargo Terminal being set-up Entirely on Non-Railway Land

1. For granting approvals to the proposals for setting-up GCT(s) entirely on non-Railway land, there will a standing Committee at each Division, comprising of:

Chairperson:	DRM
Convener:	Sr.DOM
Members:	Sr.DCM
	Sr.DEN/Coordination
	Sr.DEE/Traction Distribution
	Sr.DSTE

The members of the above Committees shall be by designation and in absence of the incumbent, the officer looking after or the link officer shall discharge this function.

2. 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 plus GST, as applicable. The on-line application shall essentially contain the following details:

   2.1 Details of the applicant – Name and designation of the authorized personnel, along with the details mentioned in para 3.1 of the Policy.

   2.2 Concept plan, duly indicating the location and sketch of the proposed Terminal and proposed connectivity with the serving station.

   2.3 Traffic projection (including commodities, expected volume per year, expected number of rakes per year, and types of stock to be handled).

3. On receipt of the application, the officials of Engineering, Operating, Signalling and TRD (where section is electrified or already approved for electrification) will conduct a joint survey of the location, and will submit a feasibility report to the DRM, within fifteen (15) days.

4. If providing connectivity to the proposed Terminal is technically and operationally feasible (as per joint location survey), In-principle Approval (IPA) will be granted to the applicant with the approval of DRM – within twenty (20) days of the receipt of the application.

   4.1 The feasibility report shall also indicate the additional common-user traffic facilities required/ to be created at the station (on the basis of traffic projection), and inform the applicant for inclusion of the same in Engineering Scale Plan (ESP).

   4.2 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, which will be examined afresh duly considering other approvals granted in between (if any) from the same serving station.

5. Within four (04) weeks of the receipt of IPA, the applicant will submit details of the project along with Engineering Scale Plan (ESP) of the serving station/ new Block Hut/ Block station to the DRM. The ESP must clearly marked common user facilities, take-off at the serving station, connectivity portion and terminal area.In case of non submission of ESP by the applicant within six (06) week, DRM may cancel the IPA or may extend the time-lines as given under para 16 of schedule-I.

   Details of the project shall also be submitted on-line, which shall consist of:

   5.1 Details of the ownership of land (if land is not owned by the applicant, lease-deed should be available)

5.2 Location and details of Weighbridge (if required)

5.3 Details of the cargo handling mechanism inside the Terminal (manual, hopper, tippler, etc – as the case may be)

5.4 Standard Layout chosen for the Terminal

5.5 Alignment and L-section of connectivity line from take-off point to GCT including location of bridges, Low-height Subways (LHS), Level-crossings (LC), etc..

5.6 Specification the materials to be used -- by taking into consideration the guidelines given under FMC no. 21 of 2024 (**Annexure –'B'**).

6. Various standard layouts will be provided by Railways, and the applicant will be free to choose any of these standard layouts as per his requirements. Applicant may also decide to adopt a different layout, for which the diagram will have to be uploaded on the on-line portal along with details of the project. (Standard layouts are provided as **Annexure 'A'** of this Policy.)

7. The Standing Committee at the Division will examine the proposed ESP and other details. If the ESP is found acceptable, it will be signed by all members of the Committee and forwarded to Headquarters office for approval Chief Engineer/Planning& Design (CE/P&D)within two (02) weeks of its receipt from the applicant.

7.1 If any shortcomings are noticed in the ESP, it will be communicated to the applicant within two (02) weeks for necessary corrections/ alterations. All the objections/ corrections will be communicated in a single instance to obviate the need for repeated corrections/ alterations.

8. Zonal HQ (CE/P&D) will examine and give their approval within two (02) weeks from the date of receipt of ESP from Divisional office.As soon as the approved ESP is received in Division office, the applicant will be accorded approval to commence the construction (as per the approved ESP) on submission of Security Deposit as per para 10 below.

9. **Security Deposit** –The applicant will be required to submit a Security Deposit of Rs ten (10) lakh only, which shall be refunded on the date of commercial notification of the GCT.

9.1 In case of non-fulfilment of certain conditions, necessary adjustment shall be made from the security deposit (if required), and the remaining amount shall be refunded.

10. Any changes in ESP, post-approval, shall be permitted only under unavoidable technical consideration, and shall require the approval of the CE/P&D of the Zonal Headquarters.

10.1 Any changes in ESP proposed by the applicant shall be processed as per para 7 & 8 of this Schedule.

11. After the ESP has been approved and the applicant has been given approval to commence construction of the Terminal, Railway will process for preparation and approval of Signalling Interlocking Plan (SIP). Concerned HOD of the HQ/S&T department will ensure that this process is completed within 4 weeks of receipt of ESP approval from CE/P&D.Other relevant signalling technical drawings to follow in consultation with the applicant.

12. The Railway land to be used for providing connectivity to a GCT (on non-Railway land) shall not be leased/ licensed to the GCTO. This land shall remain in the possession and control of Railway, and the infrastructure (track, signalling equipment, and OHE) developed on this land, though funded and constructed by the GCTO, shall also be owned by Railway – as per the provisions of para 5.1.2 & 5.1.3 of this Policy.

12.1 For the existing Terminals located on non-Railway land where Railway land has been leased/ licensed for providing connectivity, the existing Private Siding/ Private Freight Terminal Agreement in between the Operator and Railway shall be modified as per the provisions of this Policy.

13. If the applicant fails to commence construction within six (06) months of the grant of approval, or fails to complete the construction within twenty-four (24) months of the grant of approval, Railway reserves the right to put the approval in 'abeyance,' and reserves the right to approve connectivity for other GCT(s) on the same alignment.Division may further take a call to withdraw such proposals, if there are sufficient reasons which indicate that the project is not getting processed or hindered other projects. Decision of DRM in this regard will be final.

    13.1 If the applicant approaches Railway for reviving the approval kept in 'abeyance,' the request will be considered keeping in view the other approvals granted by Railway in the intervening period. The decision on such a case will be communicated within fifteen (15) days of receipt of such request.

14. For GCTs being developed entirely on non-Railway land, Railway will levy Terminal Charges for each rake handled (as per the applicable guidelines), which will be reimbursed to the GCTO.

    14.1 No Terminal Charges shall be levied on cargo for which GCTO himself is the consignor and/or the consignee.

    14.2 No Terminal Access Charges will be levied for rakes of privately-owned wagons when handled at GCTs built entirely on non-Railway land.

15. 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 – considering the merit of the case. The total duration of such extension(s) shall not exceed 12monthsand not more than 6 months in one go.

    DRM while deciding such cases should consider overall position of the project, investment made and difficulties in execution of work.

16. The period of Agreement for new GCTs on non-Railway land shall be fifty (50) years, which may be extended further as per the provisions applicable at the time of such extension.

Schedule '2'

Procedure for Gati Shakti Multi-Modal Cargo Terminals to be Set-up 'entirely/ partially' on Railway land

1. For setting-up new GCT(s) entirely on Railway land, Division(s) will identify spare-able land parcels, including the operational-cum-technical feasibility for setting-up GCT thereon and potential of traffic. The size of land parcel to be offered for setting-up of a GCT shall be decided with the approval of DRM.

   1.1 On the basis of potential for traffic, Railway may also identify land parcels where GCT may be constructed partially on Railway land and partially on non-Railway land.

      1.1.1 Such land parcels (where GCT may be created partially on Railway land and partially on non-Railway land) may also be identified/ ear-marked on the basis of requests from prospective Operators, after inviting an Expressions-of-Interest.

   1.2 Poorly patronized railway assets like a goods shed (handling not more than 12 rakes in the preceding 12 months), railway sidings, loop lines etc. can also be considered for redevelopment, if a potential bidder proposes to transform such an asset into a GCT. The process would involve de-notifying the goods shed/railway siding/loop line as per current regulations, followed by a formal tendering procedure.

      1.2.1 For cases falling under para 1.2 above, along with the conditions mentioned in para 9 of this schedule '2', the selected bidder has to pay the present cost of Railway assets, determined using a straight line depreciation method, to the Railway before taking the land for construction. Further, for the railway land allotted along with the assets, shall be leased to GCTO and land lease charges shall be levied as per terms and conditions mentioned under para 14.0 of schedule '2'.

2. Division will identify/ determine the minimum infrastructural facilities required at the Terminal on the basis of expected traffic.

   2.1 For GCTs to be developed entirely on Railway land, the size of land parcel should be sufficient for creation of the identified infrastructural facilities.

3. Selection of GCTO shall be made on the basis of open tender. In addition to the conditions mentioned in para 3 of this Policy, the eligibility for participating in tenders for GCTs on Railway land (entirely or partially) shall be as under:

   3.1 Applicant shall have at least two years' experience in manufacturing, transportation, or logistics and related business;

   3.2 Net worth of the applicant shall be at least fifty percent (50%) of the estimated cost of construction (as per the minimum infrastructural facilities determined by the Division);

   3.3 For GCTs planned to be developed partially on Railway land and partially on non-Railway land, the bidder should have acquired the right on land (of sufficient size) contiguous to identified land parcel – either through ownership, or through lease, or through consent-letter(s) from actual land-owner(s) duly indicating their willingness to provide land to the bidder in case the contract is awarded to him.

4. While inviting tender, Divisional Railway Manager will clearly specify restricted commodities, if any, which will not be permitted to be handled at the GCT.

5. The Tender Committee shall comprise Sr.DCM (convenor), Sr.DFM (finance member), and Sr.DEN (third member). ADRM nominated by the DRM shall be the Tender Accepting Authority.

6. Earnest Money for participation shall be 10% of the estimated project cost (excluding the cost of land) of the Terminal. For the successful bidder, this Earnest Money shall be converted into Performance Guarantee, while the Earnest Money for unsuccessful bidders shall be refunded.

6.1 The Performance Guarantee shall be refunded in full, six months after the commissioning of the Terminal – subject to clearance of all pending dues of Railway by the GCTO.

6.2 If the successful bidder fails to start or complete the construction of GCT within the stipulated time (including the extensions granted by Competent Authority, if any), the Earnest Money shall be forfeited; and the Railway land shall revert back to Railway on as-is-where-is basis.

7. Two-packet single-stage tendering system shall be adopted. In the first packet, bidders will be evaluated on the following criteria:

7.1 Whether the bidder fulfils the minimum eligibility conditions, as stipulated in para 3 above of this Schedule '2';

7.2 Whether the proposed plan (of GCT) fulfils the minimum infrastructural facilities decided by the Division (which shall be clearly defined by the Division while inviting tenders).

8. All the bidders who fulfil the above criteria shall qualify for opening of the second packet – the financial bid.

9. Bidder will be required to quote the percentage in share of Terminal Charge and Terminal Access Charges (TC / TAC) which they will claim from the Railway for all traffic handled at the Terminal. Eligible bidder asking for the minimum %share or claiming least share of TC / TAC will be awarded the contract, where the quoted% rates will be evaluated as follows:

Illustration -

(i) If a bidder quotes 100%, it shall mean in effect that bidder claims to be allocated 100% of the TC and TAC amount and IR will retain 'Nil' share of the TC/TAC.

(ii) If a bidder quotes 1-99% e.g. 10%, it shall mean in effect that Bidder claims to be allocated 10% of the TC/TAC amount, as GCTO share; and remaining 90% being allocated to the IR.

(iii) If a bidder quotes "0 (Nil)%", it shall mean in effect that Bidder claims to be allocated 'Nil' share in TC/TAC amount, as GCTO share.

(iv) If a bidder quotes in negative, e.g. (-)30%, it means that entire 100% of TC and / or TAC will be retained by IR. Over and above, the GCTO will pay an amount equivalent to 30% of TC and / or TAC to IR.

(v) Thus, if five bids are received with quotes 100%, 30%, 0%, -20% and -40%; in such case, -40% is the minimum bid, and this bidder shall be awarded the contract.

9.1 In case of two (or more) eligible bidders quoting the same percentage, decision to award the contract shall be taken through the draw of lots.

9.2 Railway Board reserves the right to change the bidding parameter for the GCTs under Schedule-2 to promote the Rail freight.

10. For GCTs established entirely or partially on Railway land, Railway will levy Terminal Charges and Terminal Access Charges similar to those being levied on Railway goods-sheds. These Terminal Charges and Terminal Access Charges will be shared with the GCTO according to the quoted bid percentage (as mentioned in para 9 above of this Schedule '2').

11. After issue of the Letter of Allotment, the procedure and time-lines – for submission and approval of ESP and other related activities – in accordance with Schedule'1' shall be followed.

12. Successful bidder shall commence construction within three (03) months of the grant of approval of construction or handing over the railway land (whichever is later) and complete construction within eighteen (18) months of the grant of approval or handing over the railway land (whichever is later). If the bidder fails to adhere to the prescribed time-lines, one extension may be granted with the approval of DRM, up to a maximum of Six months – considering the merits of the case.

12.1 Under exceptional circumstances beyond the control of the bidder and also considering investment already made by the applicant, DRM may grant a further extension of up to six months.

12.2 If the bidder fails to complete the construction even after the lapse of such extensions (para 12 &12.1 above), the Agreement will be terminated and Performance Guarantee will be forfeited.

12.3 At the time of cancellation of the Agreement, the Railway land shall revert back to Railway.

13. The Railway land used for providing connectivity to the Terminal shall remain in possession of Railway, along with the entire infrastructure created on it (as per provisions of para 5.1.2 & 5.1.3 of this Policy).

14. Railway land where GCT is developed partially or wholly on railway land (except for Railway land provided for the connectivity to GCT as mentioned in para 13 of Schedule 1 & 2) will be leased to GCTO – for which modalities of calculating and levying land lease charges shall be as per extant rules/Board's Master circular on 'Policy for Management of Railway land' (issued vide Railway Board's letter No. 2021/LML/25/5 dated 04.10.2022)--as amended from time to time.

15. Responsibility for maintaining the track and signalling equipment shall be as per the provisions of para 7 of this Policy. Responsibility of maintaining loading/ unloading wharf(s), roads, drainage, etc, shall rest with the GCTO.

15.1 GCTO shall also be responsible to ensure that the entire infrastructure of Terminal is properly maintained and is duly upgraded/ replaced at the end of codal life, as per Good Industry Practices.

16. Subject to the provisions of para 14 of this Schedule '2', GCTO will be free to create infrastructure and/or to provide value-added services/ facilities (such as warehousing, processing, packaging, etc.) provided that such infrastructure/ value-added services/ facilities, if created, shall be available to all users of the GCT without discrimination of any sort. However, if some value added facility created on Railway land cannot be used by more than one user simultaneously, than the Operator may deny the use of such facility – which is under the occupation of one user – to other users. This is essential to avoid the damage of the different grades of material due to mixing. However, in such cases intimation must be given to the Divisional Railway Manager.

For sake of clarity, if (say) a 'silo for storing bulk commodities' has been constructed as a value-added facility, and it is being used by customer 'A' to store his bulk cement (either temporarily or on a long-term basis), then the Operator will have the right to deny other customer(s) the use of this silo – since it is not possible to store commodities belonging to two different customers in a single silo.

16.1 GCT will also have the authority for deciding the user charges/ fees for value-added services/ facilities as per market conditions – without any interference from Railway. However, the use of value-added services/ facilities will be optional and no customer will be forced to use those services or to pay for them. Such value-added services/ facilities shall conform to Good Industry Practices.

16.2 GCTO shall not sub-lease/ sub-license/ mortgage Railway land, and shall not create any third-party encumbrance on Railway land.

16.3 For any value-added service/ facility developed on Railway land, GCTO can use the facility for traffic handled by other modes of transport after passage of two years from commissioning under the condition that the Railway Traffic handled by the terminal in the previous year is more than 2,50,000 Tonnes. Railway reserves the right to undertake any inspection of the Terminal to safeguard its interests and to direct the GCTO to discontinue such activities if such activities are detrimental to Railway's cargo

business, failing which the Agreement may be terminated. For avoidance of doubt, such termination will be treated as default by the GCTO.

16.4 The responsibility of obtaining all statutory and environmental clearances for such value-added services, if required, shall rest solely with the GCTO. Any violation of statutory compliance will invite merit for termination clause of the Agreement on GCTO's default. Any liability/ default created by such violation will be the sole responsibility of the GCTO, and Railway will not be responsible for this.

17. GCTO shall use Railway land for activities related to Railway cargo business only. If the GCTO indulges in any commercial activity not related to Railway cargo business on Railway land or fail to adhere to the provisions of para 16 and its sub-paras of this Schedule '2', the Agreement for GCT may be terminated without any compensation/ termination payment to the GCTO. For avoidance of doubt, such termination will be treated as default by the GCTO. In case of any dispute whether any activity is related to Railway cargo business or not, the decision of the nodal officer (i.e. DRM) shall be final and binding on the GCTO.

18. The GCT located completely or partially on Railway land will remain a common-access facility, and GCTO shall ensure non-discriminatory access for all rail-customers/ potential customers to such Terminals. The GCTO will not prevent any rail-customer/ potential customer from accessing the Terminal (provided the facilities for handling their cargo exists at the terminal). Road access to the GCT will not be blocked by the GCTO. However, if some value added facility created on Railway land cannot be used by more than one user simultaneously, than the Operator may deny the use of such facility – which is under the occupation of one user – to other users. This is essential to avoid the damage of the different grades of material due to mixing.

For sake of clarity, if (say) a 'silo for storing bulk commodities' has been constructed as a value-added facility, and it is being used by customer 'A' to store his bulk cement (either temporarily or on a long-term basis), then the Operator will have the right to deny other customer(s) the use of this silo – since it is not possible to store commodities belonging to two different customers in a single silo.

18.1 All handling (loading and unloading) of cargo at a GCT shall be done by the GCTO (or any agency 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.

18.2 No Wharfage shall be levied by Railway for storing/ stacking of goods on land leased/ licensed to the GCTO.

19. GCTO will have the permission to expand the Terminal further by acquiring/ leasing the adjacent non-Railway land. However, any such acquisition/ leasing of additional land will have to be managed by the GCTO through his own resources. Railway will not charge any Land License Fees/ Land Lease Charges for the additional non-railway land acquired by the GCTO.

19.1 In such cases, the levy of Terminal Charges and Terminal Access Charges – and their sharing with the GCTO – will continue as before as per the decided principle.

20. Railway land shall be leased to the GCTO and the GCT Agreement shall be signed for a maximum tenure of 35 years or as per guidelines under Railway Board 'Policy for Management of Railway Land dated 04.10.2022' (as modified from time to time). At the time of expiry/termination/cancellation of Agreement, the Railway land shall revert back to Railway.

21. A joint team (comprising of Sr.DOM, Sr.DCM, Sr.DEN, Sr.DSTE & Sr.DEE/TRD) shall inspect the GCT at least once a year to ensure that there is no breach of Agreement or policy provisions by the GCTO. In addition, inspections may also be conducted by Railway officials as per the provisions of para 16.2 and 17 of Schedule '2' of this Policy. If any breach/violation on part of the GCTO is detected during these inspections, Railway shall take action as per para 19 of the main policy.

Schedule '3'

Procedure & guidelines for development of 'Cargo Related Facilities' on Railway land

1. The objective of guidelines for development of 'Cargo Related Facilities-CRF' is to enhance rail freight movement and/or integrate Railways into the national supply chain by creating enabling logistics infrastructure on Railway land.

2. These guidelines seek to facilitate the development of cargo-related facilities on Railway land as per below given procedure-
   - 2.1. Proposal for 'Cargo related facilities' shall be processed by the Commercial department of the division under which the identified land parcel falls. Divisional Railway Manager (DRM) of the concerned Division shall be the approving and nodal officer. The land parcel for this purpose shall be identified by Commercial Department in consultation with Engineering Department and with the approval of DRM.
   - 2.2. These guidelines shall govern the planning, design, development, procurement, construction, financing, upgradation, equipping, operation, maintenance, and/or management of any of the facilities and/or activities listed in Annexure-C, by the "Developer and Operator", on Railway land allotted for this purpose, at their own cost and risk. Facility so created under this policy should promote the growth of rail cargo.
   - 2.3. Any facility or process not included in Annexure-C but likely to contribute to cargo generation for Railways may be incorporated into the scope of the agreement with prior approval from the Principal Chief Commercial Manager (PCCM) and with concurrence of Associate Finance in Zonal Railway.
   - 2.4. Developers are permitted and encouraged to acquire and utilize adjacent non-Railway land for ancillary facilities. However, such land shall not fall under the ambit of these guidelines and shall not be governed by Railway policy.
   - 2.5. The Developer shall have the right to fix service charges uniformly for the services at / related to the facilities as per market conditions (subject to applicable extant laws and regulations) and intimate the same to the Railway Administration.
   - 2.6. The Developer / Operator shall not sub-lease, mortgage, assign, or create any third-party rights over the Railway land. However, outsourcing of built cargo facilities to third parties shall be permitted for durations mutually agreed between the Developer and such third parties (but not exceeding the tenure of agreement between developer and IR), without transferring any interest in the land.
   - 2.7. The Developer shall be solely responsible for obtaining all statutory, municipal, and environmental clearances required for the project, including approach roads. Any liability arising from non-compliance shall rest solely with the Developer. However, Railways shall extend reasonable support in obtaining such clearances for early and smooth operation of the facility along with its connectivity with the nearby roads/highways, other modes of transport etc.
   - 2.8. Arrangements for water, electricity, or any other utility services, and the corresponding payments for usage, shall be the sole responsibility of the Developer.

3. **Selection of Railway land–**
   - 3.1. The concerned Railway Division with the approval of the Divisional Railway Manager (DRM), shall identify and earmark surplus land parcels (which do not have potential for other use like GCT etc.) suitable for cargo facility development.
   - 3.2. The identified railway land may be situated in proximity to or at a distance from Goods-sheds, Gati Shakti Cargo Terminals (GCTs), or railheads.
   - 3.3. If sufficient land is available at or adjacent to an existing Goods-shed, the Senior Divisional Commercial Manager (Sr. DCM)/ DCM(incharge), with the approval of DRM, shall demarcate it into–

(i) Area for common-access facilities (area available to all the customers on non-discriminatory manner).

(ii) Spare-able area (other than common-access facility area), which can be considered for development of Cargo related facilities under these policy.

3.4. These guidelines shall not apply to Railway land earmarked for development as GCT. If a GCT is developed within the cargo-related facility area, the same shall be clearly demarcated and governed by the GCT Policy, and the remaining land shall be governed by the present policy.

3.5. **Land Lease Charge**: The identified land parcel will be leased to the selected Developer for the contract duration, for which modalities of calculating and levying Land Lease Charges shall be as per the extant rules/ Board's Master Circular Schedule 1, 1(a) of 'Policy for Management of Railway land' (issued vide Railway Board's letter No. 2021/LML/25/5, dated 04.10.2022followed by amendment dated 01.08.2025), as amended from time to time.

3.5.1. Land Lease Charges shall be payable annually in advance by the Developer as per Note-1 of Schedule-1 of the Master Circular, from the date of handing over of the land to the developer.

3.6. Land shall be allotted through a transparent competitive bidding process as set out in Clause 5.

3.7. The land may be utilized for promotion of rail cargo related logistics activities within the scope of these guidelines.

3.8. Existing structures on the identified land may be used by the Developer for permitted activities as per para 2.2 and 2.3 of this schedule at their discretion.

3.9. In exceptional and unavoidable circumstances, where the land is required for Railway's developmental or operational purposes (e.g., new line, doubling, yard modification, station redevelopment), the land may be reclaimed by Railways upon giving adequate notice and paying compensation for the investment made based on the parameters defined in Land lease agreement. The relevant clause shall be incorporated in the Lease Agreement.

4. **Duration of contract:** The contract shall initially be awarded for a period of Twenty Five (25) years commencing after two years from the date of site (land) handover or commissioning of cargo facility, whichever is earlier.

4.1. **Re-tendering and Right of First Refusal** – At the end of each 25-year term, the contract will be subject to re-tendering for the continued development of cargo-related facilities. The current Developer will have the '*First Right of Refusal*' during the re-tendering – that is, the contract will be awarded again to the existing Developer if they match the highest bid provided there is no outstanding dues against the existing operator.

4.2. **Exception in case of Premature Termination** – The 'First Right of Refusal' will not apply in cases where the preceding contract ended prematurely either on account of the termination or exercise of the exit right as per the agreement.

5. **Selection of Cargo Facility "Developer":** The Developer shall be selected by the Division through an open, transparent, competitive bidding process for development of cargo related facilities on the identified land parcel. The Tender Committee shall comprise of Sr. DCM/DCM(incharge) (convenor), Sr. DFM (finance member), and Sr. DEN (third member). DRM shall be the Tender Accepting Authority.

5.1. **Eligibility:** Any individual, company, PSU, JV, consortium, or entity involved in logistics, manufacturing, transportation, ports, mining or e-commerce shall be eligible.

5.1.1. If a Bid is submitted by a JV/Consortium, minimum equity stake in the special purpose vehicle (SPV), at the time of signing of Agreement, of any member in JV/Consortium, whose credentials are being evaluated for the purpose of determining eligibility, shall not be less than 26%.

5.1.2. The categories of eligible entities and requisite documents are detailed in **Annexure-D**. Any eligibility-related disputes shall be adjudicated by the DRM.

5.1.3. **Financial Eligibility**: The bidder must have minimum average turnover of last three preceding financial years equivalent to 10% of current market value of 'railway land parcel under consideration for cargo related facility'. The bidder would submit audited balance sheet along with profit and loss account and Income Tax Returns of previous three (3) financial years duly certified by the Chartered Accountant.

5.2. **Bid Parameter:**

5.2.1. The Division shall decide the Reserve Price based on the prevailing business potential of the location and taking into consideration the factors such as (i) land size (ii) land location and (iii) surrounding industry and market potential etc. However, it should not be less than freight (including all applicable surcharges) equivalent to one rake for the average lead (for last FY) for freight traffic over IR at a highest goods class rate. For locations exclusively handling Parcel traffic, the Reserve Price shall not be less than 40% of the freight charges for the average lead over Indian Railways at the highest goods class rate.

5.2.1.1. The Reserve Price (RP) shall be fixed with the concurrence of Associate Finance and with the approval of Divisional Railway Manager (DRM), subject to the minimum amount as per following illustration-

ILLUSTRATION FOR MINIMUM RESERVE PRICE-

(A) For example average lead of IR	– 590 Km
(B) Highest Class Rate	– Class 200
(C) Per Tonne rate of class 200 (for 590 km)	– Rs. 1251.50
(D) Average weight of a Rake	– 4000 Tonne
(E) Base Freight for Full rake (C x D)	– Rs.50.06 lakh

(F) Minimum Reserve Price accordingly for one rake for the average lead of 590 km - - Base Freight (E) + plus applicable surcharges (BSC, TC/TAC etc. - as admissible)

**in case of linked terminal handling exclusively parcel traffic, the Reserve Price shall be subject to minimum of 40% of (F) above.*

5.2.2. Bidders will be required to quote the percentage (%) increase (up to two decimal) over the fixed Reserve Price (RP). The eligible bidders offering the highest percentage (%) over the RP will be awarded the contract.

5.2.2.1. The amount derived by adding the percentage quoted by the successful bidder to the Reserve Price, shall be treated as 'Guaranteed Railway Freight' (GRF) for the first year of the contract, which developer need to fulfill through freight or parcel traffic at the linked terminals.

5.2.2.2. For example, against a Reserve Price of Rs. 70.00 lakh (as fixed by Division), if bidder 'A' quotes a 10% increase over RP while bidder 'B' quotes a 20% increase, it means they are offering towards 'Guaranteed Railway Freight -GRF' of Rs. 77.00 lakh and Rs. 84.00 lakh respectively. In this case, bidder 'B' will be selected and Rs. 84.00 will be GRF amount for the first year of contract.

5.2.2.3. In case of two (or more) eligible bidders quote the same percentage, decision to award the contract shall be taken through the draw of lots.

5.2.2.4. The successful bidder will be required to submit a plan to the Division for the proposed cargo facilities on the land parcel being leased. It will be ensured by the Division that the proposed facilities relate to logistic activities only.

5.2.2.5. These guidelines on "Cargo related facilities developed on Railway land" is aimed at increasing the freight business of IR. Therefore, ideally the Developer should ensure that additional railway freight accruing on the linked terminals on account of the cargo related facility developed on the leased railway land should be at least equal to the GRF of each contractual year. However, in the event of any shortfall in railway freight attributable to the cargo related facility developed on the leased railway land vis-à-vis the GRF for the contractual year, the shortfall will be reimbursed by the Developer as per the procedure laid down in Para 5.2.2.6. Any shortfall in the GRF for a given contractual year shall be compensated by the Developer within 30 days of demand being raised by Railway at the start of the next contractual year. Concerned Division will ensure that the bills towards shortfall of GRF (if any) are raised within 30 days after completion of each contractual year.

5.2.2.5.1. At least 50% of the GRF in a contractual year will have to be in the form of railway goods & parcel freight (including both inward and outward traffic) from the linked terminals. In the event of the Developer failing to ensure 50% of the average GRF for three consecutive contractual years in form of Railway freight from the linked terminals (even though the shortfall has been compensated by the Developer), the contract shall be processed for termination as per provision under para 6.6 and 6.8 of this schedule.

5.2.2.6. The Developer shall pay the GRF shortfall amount raised by the Railway either through Demand Draft in favour of the Sr. Divisional Finance Manager (Sr. DFM) of the concerned Division or via the approved online payment system (e.g., Misc e-Receipt System) within 30 days of the demand in the next financial year. If immediate payment is not possible, the Developer may submit a Bank Guarantee (BG) of equivalent amount, issued by a Scheduled Commercial Bank in favour of Sr. DFM, valid for 1 year. The BG must be replaced by actual payment (via DD or online) within the next 3 months, failing which the BG will be forfeited by the Railway.

5.2.3. The Guaranteed Railway Freight (GRF), as fixed for a facility through bidding, shall be increased by 6% annually. Additionally, the GRF shall be escalated proportionately with any increase in freight rates by Indian Railway.

5.2.3.1. Further, since the Cargo related facility will be developed for the promotion of rail cargo traffic, therefore, the compound annual growth rate (CAGR) of the turnover of the facility for the 3 preceding financial years (in financial terms, as verified through previous 3 years audited financial statements provided by the Developer), shall be reviewed after every three contractual years.

5.2.3.2. However, first review shall be done after completion of 5 years of contract from the commissioning date and thereafter, the same will be conducted after every three contractual years.

5.2.3.3. During review, if CAGR of the turnover of facility has been assessed beyond 25%, then the developer will need to pay a fixed lump sum amount to Railway, as per the following principle -

During review, If CAGR of turnover from previous three FYs found to be	Percentage fixed for lump sum amount payable by developer	Lump sum amount to be deposited by developer
Up to 25%	Nil	Nil
Above 25% e.g. 'X' then	X-25%	The developer will pay a lump sum amount equivalent to excess% (beyond 25%) of total GRF of last 3 contractual years.
Scenario -1 – 28%	28-25 = 3%	
Scenario -2 – 60%	60-25=35%	
Scenario -3 – 100%	100-25=75%	

A detail illustration to review the CAGR of turnover of cargo facility and lump sum amount payable by developer (if due) is given under illustration '2' placed at Annexure-E.

5.2.4. GRF obligation shall commence two years from the date of site handover or commissioning of cargo facility, whichever is earlier -- unless otherwise any extension for completion of construction has been approved by DRM in terms of para 6.5 of this schedule.

5.2.5. Assessment of Guaranteed Railway Freight (GRF) for the contractual year after award of contract:

5.2.5.1. Every Cargo related facility leased under these guidelines will be linked toone or more railway terminals (Goods shed/Parcel Office/PFT/GCT) located within the vicinity of 100 km of CRF, as decided by the DeveloperFor this purpose, Zonal Railway shall provide a list of 10 railway terminals i.e. handling goods and parcel traffic, in the vicinity of the proposed facility while publishing the 'Notice Inviting Tender – NIT'. Successful bidder will choose their linked terminals only from the list published by Zonal Railway, or may choose any new / upcoming terminal notified after inviting such tender. Developer shall also have the option to link additional terminals during the currency of contract.

5.2.5.2. It is not mandatory that the Developer is the Consignor or Consignee for the traffic considered for calculation of GRF. However, it has to be proved that traffic being reckoned for calculation of GRF has been handled/processed in the cargo related facilities developed on the leased railway land. The traffic handled at the linked terminals (both inward and outward traffic), attributable to the cargo related facility developed on the leased railway land, to be counted as part of GRF will be assessed through the CRIS E way bill empowered application. An illustration (1) for the same is listed at Annexure-E.

5.2.6. CRIS will develop an online program / application for the purpose of calculating the freight (goods & parcel both) contribution attributable to the cargo related facility developed on the leased railway land, considering both inward and outward traffic handled at the linked terminals. Developer will need to feed the detail of E-way bill numbers in this application to establish the traffic attributable to their facility for handling at the linked terminals.

5.3. **Earnest Money:** The Earnest Money required for participation shall be equal to the 'Land Lease charges for the first year', subject to a maximum of Rs 50 Lakhs. The

estimated value will be rounded off to next 100 rupees. For the successful bidder, this Earnest Money shall be adjusted against the land lease charges of first year.

5.4. **Security Deposit:** Successful bidder (Developer) shall be required to submit a Security Deposit – equivalent to *Land Lease Charges for the first year* – in form of irrevocable Bank Guarantee (from a Scheduled Commercial Bank), within 21 days of award of contract. This Security Deposit shall be returned after successful end of the contract, subject to clearance of all pending dues by the Developer.

5.4.1. In case the successful bidder fails to submit the Security Deposit within the prescribed time-limit, extension of time beyond 21 working days and up to 60 working days from the date of award of contract may be granted by the Sr.DCM, on the request of the successful bidder. However, a penal interest (non-refundable) of 12% per-annum, on the due amount, shall be charged for the delay beyond 21 working days, i.e., from the 22nd working day after the award of contract.

5.5. In case successful bidder does not give acceptance for the work, or fails to complete the required commercial formalities within the time prescribed after award of work, the Earnest Money deposited by the bidder shall be forfeited. Such a bidder shall also stand debarred for participating in the 'same tender/ same location' for a period of two years from the date of cancellation of offer/ Contract.

5.6. If the successful bidder fails to make the cargo related facilities operational within the stipulated time (including the extensions granted by Competent Authority, if any), the Security Deposit shall be forfeited, and the allotted Railway land shall also revert back to Railway on as-is-where-is basis. The land lease charges paid will also not be refunded.

6. **General Conditions –**

6.1. Divisional Railway Manager (DRM) of the concerned Division shall be the approving and nodal officer for all activities specified in the guidelines. Sr. DCM shall be the coordinating officer.

6.2. An agreement shall be signed between Railway and the Developer, before commencement of activities by the Developer at the land allocated. The Sr. DCM /DCM (Incharge) shall be the signatory of the Agreement. A draft Agreement, duly vetted by Legal Department, shall be prepared by the Division before initiating the bidding process. The terms and conditions as specified in this schedule shall be a part of the Agreement.

6.3. Before giving actual possession of the land or permission to start the work, the Developer shall also sign a Land Lease Agreement (as per the prescribed format) with the Railway through nominated officer dealing with land matters from Civil Engineering department as per provision of para 7.1 of policy for Management of Railway land dated 04.10.2022.

6.4. The responsibility for bearing the costs on account of stamp duty, documentation charges, charges for registration of Agreements, as well as Goods & Services Tax (GST), property tax, etc, shall lie with the Developer.

6.5. The Developer shall be expected to start the operations of cargo related facilities within two years of handing over of site. However, if the Developer is unable to start operations of the facilities within the prescribed time, the nodal officer (DRM) may grant extension(s) on request of the Developer, after examining the circumstances on case-to-

case basis. The total duration of such extension(s) shall not exceed one year. Zonal Railway shall specify in the NIT the time

6.6. At the time of expiry/ termination/ cancellation of Agreement, the Railway land shall revert back to Railway. Before handing back the land to Railway, the Developer may remove/ take back movable assets and equipment installed by them. All the immovable assets shall remain and revert back to Railway on as-is-where-is basis, without payment of any compensation.

6.7. In case it is noticed that any activity of the Developer is in contravention to the guidelines / Agreement, Railway may impose penalty on the Developer. The quantum of penalty shall be decided on the basis of gravity of the irregularity, and shall not exceed the following:

Instance of irregularity	***Penalty***
First irregularity	Penalty up to Rs. 25,000/- with the approval of Sr. DCM.
Second/ third irregularity within a year	Penalty up to Rs 50,000/- with the approval of Sr. DCM.
Fourth or subsequent irregularity within a year	Action may be initiated as per para no. 6.8 of this schedule with the approval of DRM.

The aforementioned penalties shall be imposed with the approval of Sr.DCM. Appeal against the penalties so imposed may be preferred to the DRM, who shall decide the matter duly considering the facts of the case and the corrective action taken by the Developer.

6.8. The termination of the contract, the exit clause, Force Majeure, and Dispute resolution will be governed by the Model Standard land lease agreement for long term leasing of Railway land for cargo related facility issued vide Railway Board Letter No. 2021/ LML/25/5 dated 02.06.2023. Railway Administration may also process termination of contract in case of any serious irregularities noticed as per 6.7 above by Railway, or for non-payment of GRF shortfall or non-payment of any monetary dues within 6 months of raising of dues by Railway as per the procedure laid down for termination, as mentioned in the Model Standard land lease agreement for long term leasing of Railway land.

6.9. Developer shall be responsible to provide security and CCTV cameras for the cargo related facility at their own cost and will provide footage of the same to railway administration as and when required.

6.10. Developer shall be allowed for running basic facilities / amenities mandated by Law for the staff/customers in their premises on 'no profit no loss basis'.

7. For development and operation of CRF, if there is any contradictions between these guidelines (under schedule –'3') with main policy, the guidelines under schedule-'3' will prevail.

Schedule '4'

I. **Ownership and maintenance of assets for Gati Shakti Multi-Modal Cargo Terminals** ***(as per the provisions of para 5 & 7 of the Policy; para 12 of Schedule '1' of the Policy; and para 13, 14, 15 of Schedule '2' of the Policy) and dispute prevention and resolution mechanism for GCTs and CRFs. (as per para 19 of the Policy)***

A) For Gati Shakti Cargo Terminals entirely on non-Railway land:

a. New Terminals:

Type/ location of asset	*Ownership and responsibility for maintenance*
Common-user traffic facilities at the station	*Ownership of land* – Railway *Ownership of assets* – Railway *Maintenance* – Railway
Connectivity portion on Railway land (*including the land acquired by Railway on behalf of TO, as per para 16.2 of the Policy*)	*Ownership of land* – Railway *Ownership of assets* – Railway (construction cost borne by GCTO) *Maintenance* – Railway
Connectivity portion on non-Railway land	*Ownership of land* – GCTO *Ownership of assets* – Railway (construction cost borne by GCTO; ownership transfer to Railway) *Maintenance* – Railway
Terminal yard, including loading/ unloading lines	*Ownership of land* – GCTO *Ownership of assets* – GCTO *Maintenance* – GCTO

b. Existing Terminals on migration to the new Policy:

Type/ location of asset	*Ownership and responsibility for maintenance*
Common-user traffic facilities at the station	*Ownership of land* – Railway *Ownership of assets* – Railway *Maintenance* – Railway
Connectivity portion on Railway land	*Ownership of land* – Railway *Ownership of assets* – Railway (construction cost borne by GCTO; upgraded by GCTO, and ownership transfer to Railway) *Maintenance* – Railway
Connectivity portion on non-Railway land	*Ownership of land* – GCTO If ownership of assets transferred to Railway: *Ownership of assets* – Railway (construction cost borne by GCTO; upgraded by GCTO, and ownership transfer to Railway) *Maintenance* – Railway If ownership of assets not transferred: *Ownership of assets* – GCTO *Maintenance* – GCTO
Terminal yard, including loading/ unloading lines	*Ownership of land* – GCTO *Ownership of assets* – GCTO *Maintenance* – GCTO

B) *For Gati Shakti Cargo Terminals Fully or partially on Railway land:*

a. *New Terminals:*

Type/ location of asset	*Ownership and responsibility for maintenance*
Common-user traffic facilities at the station	*Ownership of land* – Railway *Ownership of assets* – Railway *Maintenance* – Railway
Connectivity portion on Railway land	*Ownership of land* – Railway *Ownership of assets* – Railway (construction cost borne by GCTO) *Maintenance* – Railway
Terminal yard, including loading/ unloading lines	On Railway land: *Ownership of land* – Railway (Land License Fee applicable) *Ownership of assets* – GCTO *Maintenance* – GCTO On non-Railway land: *Ownership of land* – GCTO *Ownership of assets* – GCTO *Maintenance* – GCTO

b. *Existing Terminals on migration to the new Policy:* The provisions regarding land lease charges will be governed by para 7.5 of Master Circular on 'policy for management of Railway land, issued vide letter No. 2021/LML/25/5 dated 04.10.2022

Type/ location of asset	*Ownership and responsibility for maintenance*
Common-user traffic facilities at the station	*Ownership of land* – Railway *Ownership of assets* – Railway *Maintenance* – Railway
Connectivity portion on Railway land	*Ownership of land* – Railway *Ownership of assets* – Railway (construction cost borne by GCTO; upgraded by GCTO, and ownership transfer to Railway) *Maintenance* – Railway
Terminal yard, including loading/ unloading lines	On Railway land: *Ownership of land* – Railway (The provisions regarding land lease charges will be governed by para 7.5 of Master Circular on 'policy for management of Railway land, issued vide letter No. 2021/LML/25/5 dated 04.10.2022) *Ownership of assets* – GCTO *Maintenance* – GCTO On non-Railway land: *Ownership of land* – GCTO *Ownership of assets* – GCTO *Maintenance* – GCTO

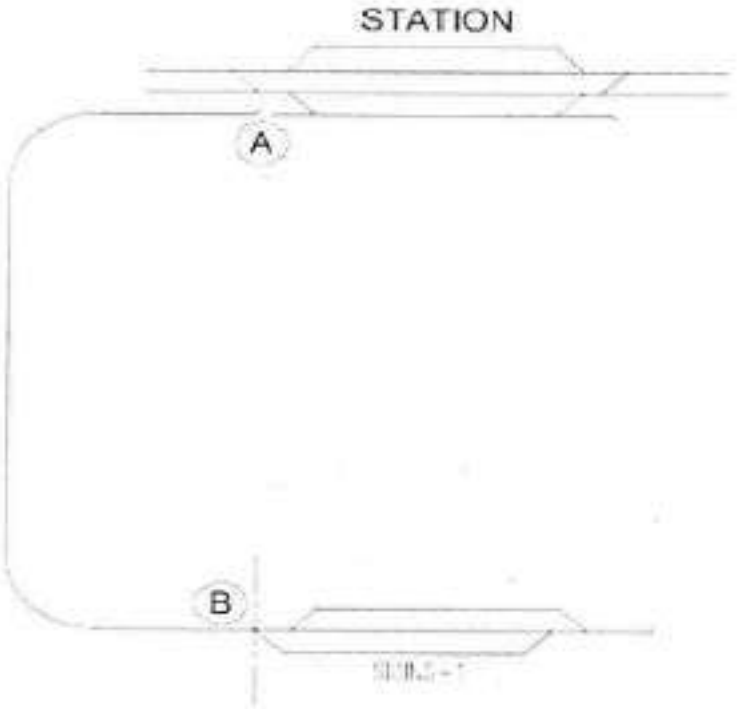
Notes: (1) Railway reserves the right to grant connectivity to other GCT(s) from the connectivity portion, as per para 17.7 of this schedule.

(2) For the sake of clarity, the distribution of responsibility for maintenance is explained in the illustrations provided in Section II of this Schedule.

(3) For avoidance of doubt, on migration of an existing Terminal on Railway land to the GCT policy, Land lease charges/ license fee, as per the Lease/ License 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 DPR was approved before the issue of GCT Policy.

II Distribution of the responsibility of maintenance of assets-

Illustration-1:



Single Gati Shakti Cargo Terminal taking-off from a serving station

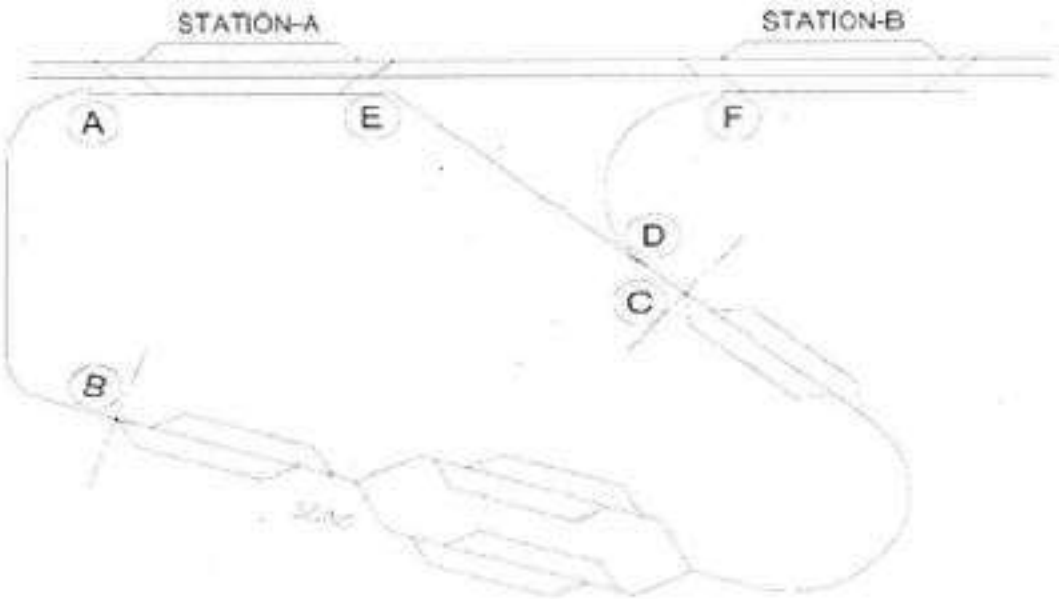
'A' – Take-off point

'B' – Starting point of the yard (of Terminal)

section A-B: To be maintained by Railway

beyond B: To be maintained by GCTO

Illustration-2:



<u>Single Gati Shakti Cargo Terminal connected to two stations, with a Y-connection</u>

'A' & 'E' – Take-off points from first station

'F' – Take-off point from second station

'B' – Starting point of the yard (of Terminal)

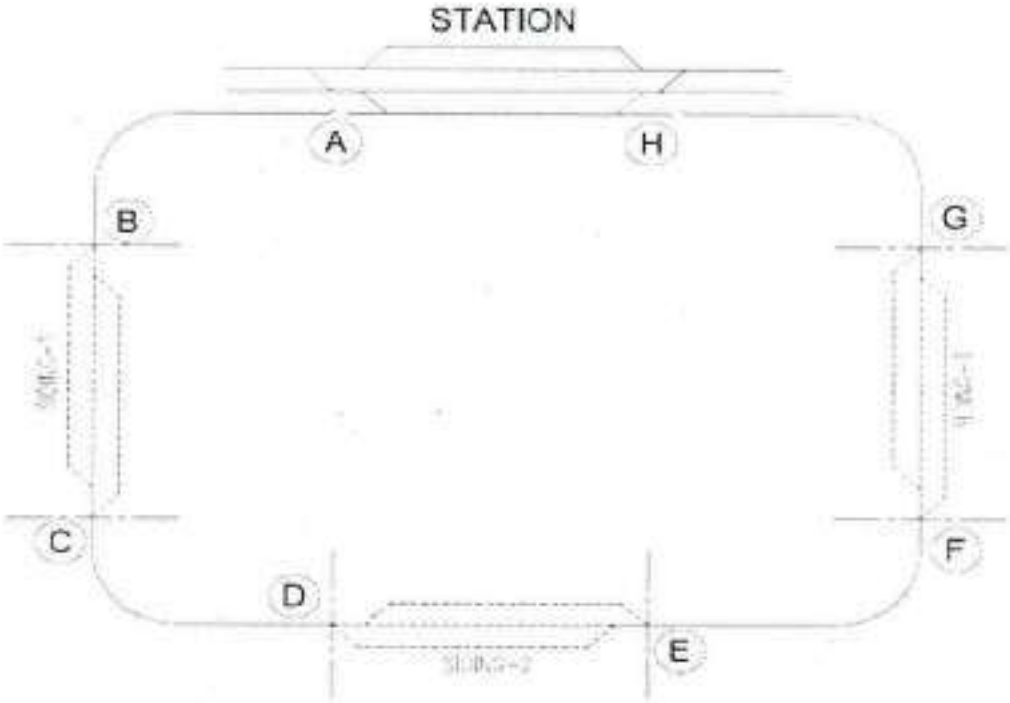
'C' – End point of the yard (of Terminal)

'D-F' – 'Y'-connection

sections A-B, C-D-E, & D-F: To be maintained by Railway

section B-C: To be maintained by GCTO

Illustration-3:



Multiple Gati Shakti Cargo Terminals connected sequentially from a station (or to two stations)

'A–B', 'C–D', 'E–F', & 'G–H' – Track sections providing connectivity

'B–C' – Yard of Siding-1

'D–E' – Yard of Siding-2

'F–G' – Yard of Siding-3

sections A–B, C–D, E–F, &G–H: To be maintained by Railway

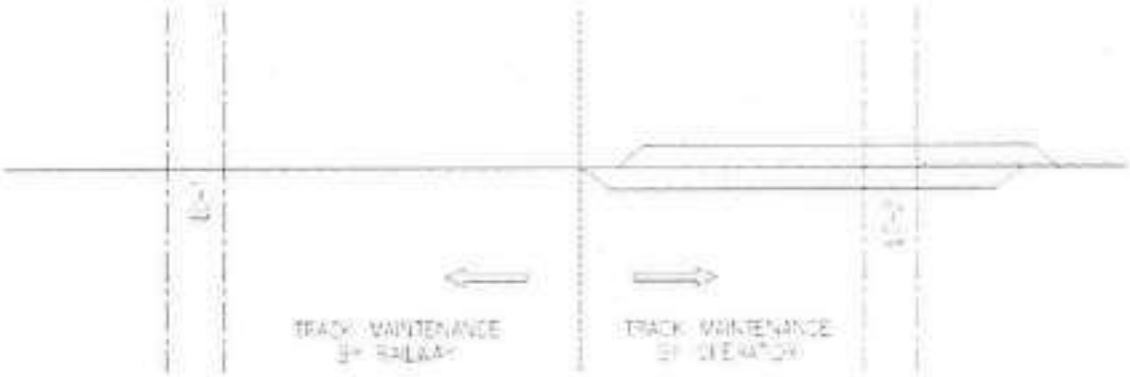
section B–C: To be maintained by first GCTO

section D–E: To be maintained by second GCTO

section F–G: To be maintained by third GCTO

Note : 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.

III. Allocation of responsibility for maintenance of level-crossing (as per provisions of para 17.6 of the Policy)



Level Crossing-1 (LC-1): on the track being maintained by Railway

Responsibility for maintenance:	with Railway
Responsibility for manning:	with GCTO

Level Crossing-2 (LC-2): on the track being maintained by the GCTO

Responsibility for maintenance:	with GCTO
Responsibility for manning:	with GCTO

IV. Dispute Prevention and Resolution relating to Gati Shakti Multi-Modal Cargo Terminal and Cargo Related Facilities-

1.0 Efforts should be made to commission GCTs and CRFs as per the prescribed time schedules. Preparation of ESPs including marking of Common User facilities (CUFs) should be done diligently so that disputes do not arise at a later date. Once the ESP has been finalised till the formal commissioning of GCT/CRF, a monthly statement regarding any dispute/outstanding issue signed jointly by representative of the Division and the GCTO/CRF developer, should be prepared and kept on record. In case of no dispute/outstanding issue, the same should be reflected in the monthly statement.

1.1 Further, preparation and signing of the prescribed agreements should be monitored closely by DRM to ensure that the processes are completed before commissioning of GCTs and CRFs. In order to address any dispute related to this policy, the following process will be followed -

1.1.1 There will be a standing dispute resolution mechanism in the Division headed by the DRM. The mechanism would have representation from both the Division and the concerned GCTO/CRF developer.

1.1.2 The dispute resolution shall be done through a standing committee headed by DRM and shall comprise of 03 Railways officers, as nominated by DRM, and 02 representatives of the concerned GCT owners/CRF developers.

1.1.3 For raising any dispute before the standing committee for dispute resolution related to this policy, the GCT Owner/CRF Developer shall give a notice along with a detailed representation and relevant documents, and within 15 days of such notice, the meeting of the Standing Committee shall be scheduled.

1.1.4 The Committee shall endeavour to decide the matter through mutual discussion and consensus within 60 days of receipt of notice.

1.1.5 In case during the deliberations, the committee arrives at a consensus, the DRM shall issue minutes, formally signed by all Committee Members including representatives of the GCTO/CRF Developer for implementation of decision.

1.1.6 During the pendency of dispute resolution proceedings, both parties shall continue to perform their respective obligations under the Policy and agreement, so far as practicable, to ensure that rail operations and cargo handling activities are not adversely affected.

1.1.7 In case this mechanism fails to resolve the issue to the satisfaction of both the sides, the process as detailed in the succeeding paras will be followed.

1.1.8 However, it is expressly stated that for dispute involving railway land, the Dispute resolution will be governed by the Model Standard land lease agreement for long term leasing of Railway land for Gati Shakti Cargo Terminals / Cargo related facility - issued vide Railway Board Letter No. 2021/ LML/25/5 dated 02.06.2023.

1.2 **Conciliation:** All disputes and differences of any kind whatsoever arising out of or in connection with the construction and operations of GCT/development & operation of CRF shall be referred by the GCTO / CRF developer to Divisional Railway Manger through 'Notice of Dispute.' DRM shall, within 30 days after receipt of the 'Notice of Dispute,' notify the name of conciliator(s) to the GCTO/CRF developer. The Conciliator(s) shall assist the parties to reach an amicable settlement in an independent and impartial manner within the terms of

Agreement. If the parties reach agreement on a settlement of the dispute, they shall draw up and sign a written Settlement Agreement duly signed by Railway's representative (Sr.DCM), GCTO and conciliator(s). When the settlement agreement is signed, it shall be final and binding on the parties. The conciliators shall be paid fee as fixed by Ministry of Railways time to time, which shall be shared equally by the parties.

1.2.1 The parties shall not initiate, during the conciliation proceedings, any reference to arbitral or judicial proceedings in respect of a dispute that is the subject matter of the conciliation proceedings.

1.2.2 The conciliation shall be carried out as per 'The Arbitration and Conciliation Act, 1996' and the proceedings shall be terminated as per Section 76 of the above Act.

1.3 **Arbitration**: If the dispute is not settled through Conciliation (as mentioned in para 1.2), it shall be decided by reference to arbitration. Arbitration shall be carried out as per provisions available for arbitration in Indian Railways General Conditions of Contract 2020 for works contracts, as amended from time to time.

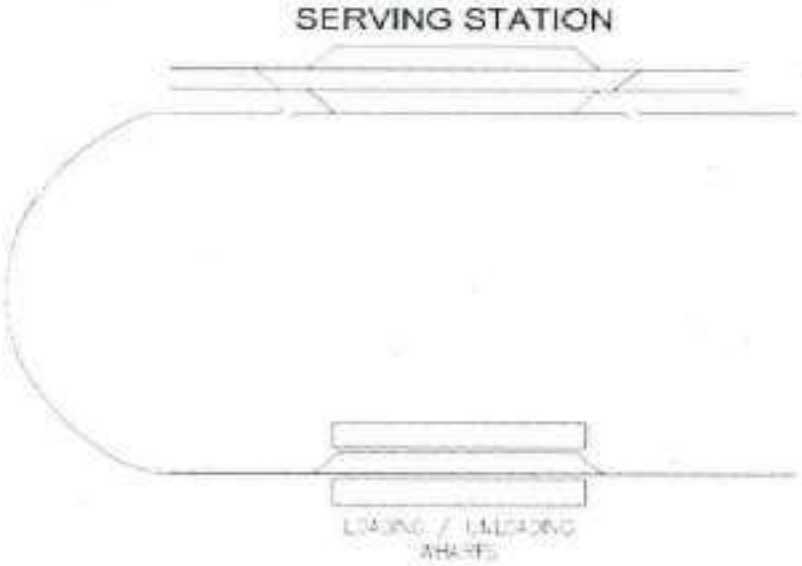
******

Annexure – A

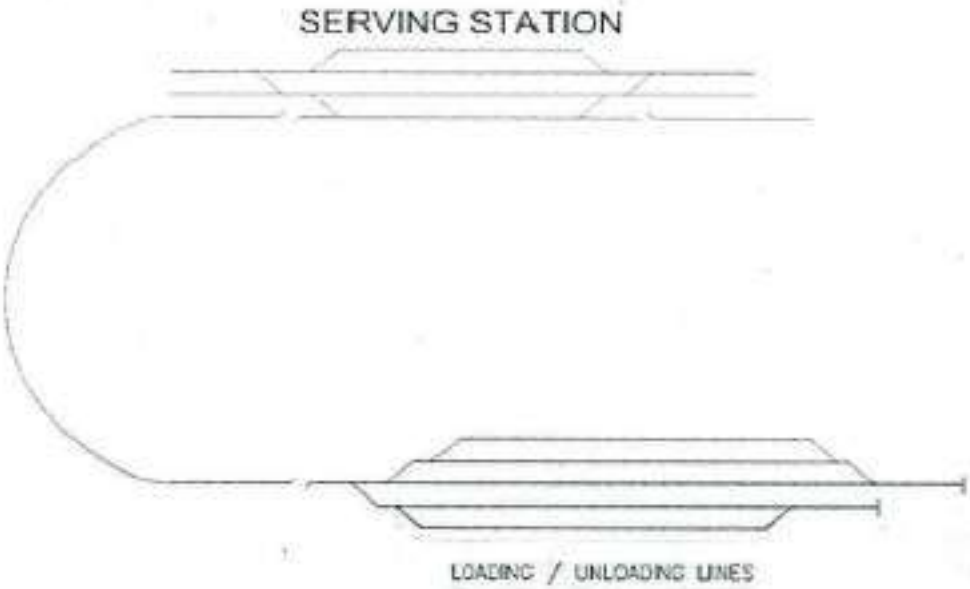
Standard layouts for Gati Shakti Cargo Terminals (GCTs)-

(as per provisions of para 6 of Schedule '1' of the Policy)

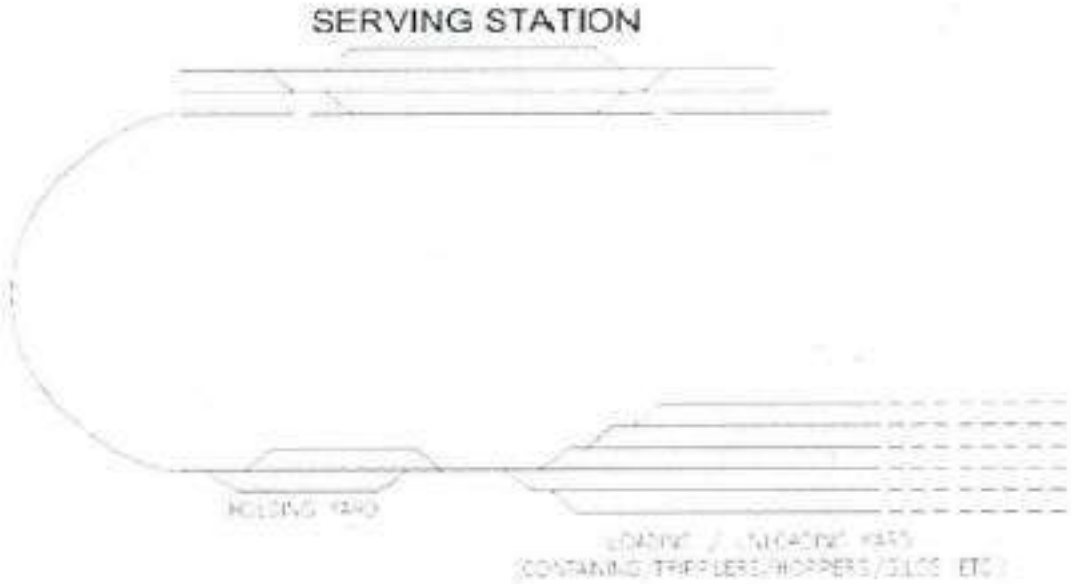
Layout – 1:



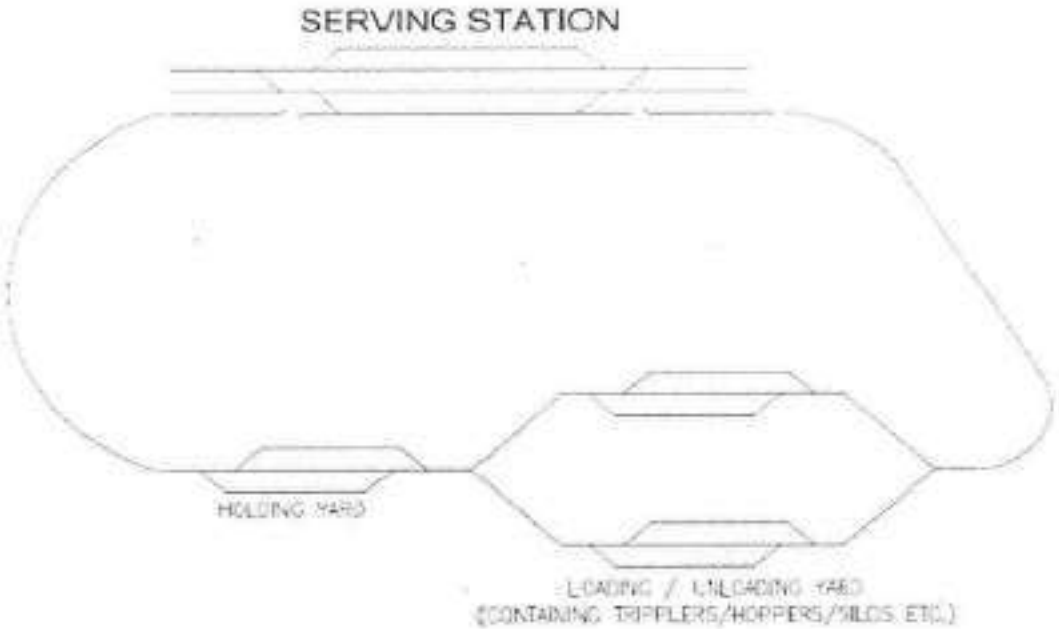
Layout – 2:



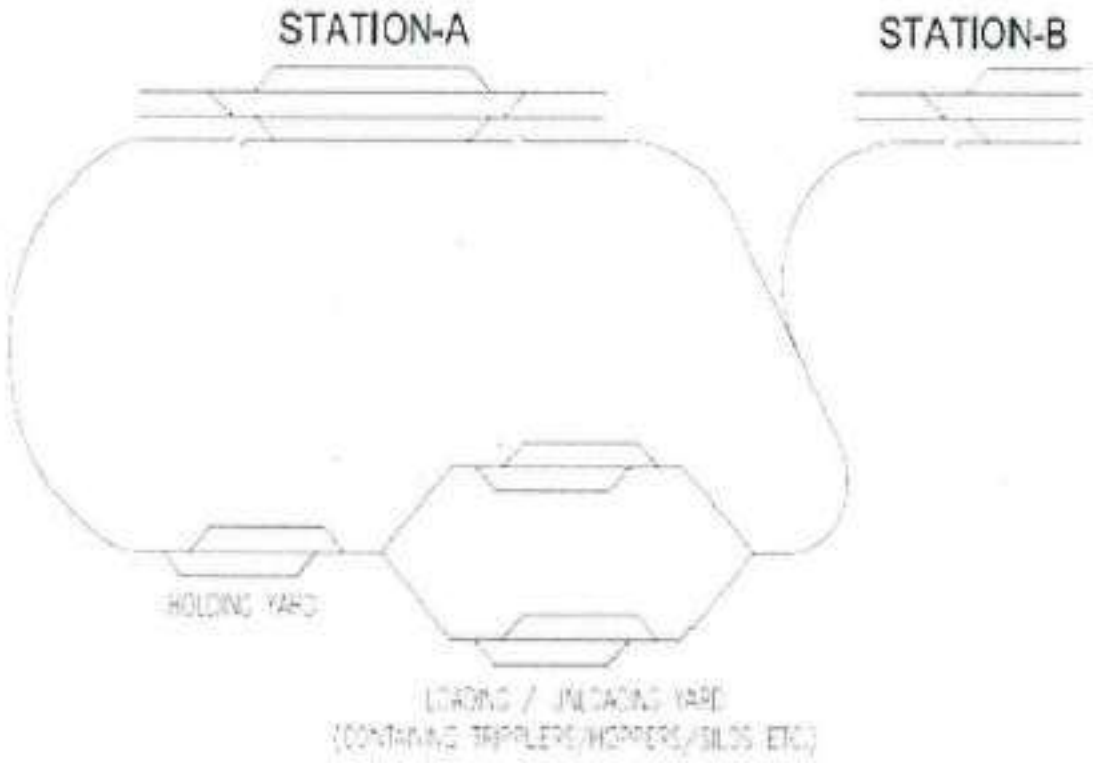
Layout – 3:



Layout – 4:



Layout – 5:


STATION-A
STATION-B
HOLDING YARD
LOADING / UNLOADING YARD
(CONTAINING TIPPLERS/HOPPERS/SILOS ETC)

Annexure - B

FM Circular No. 21 of 2024

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

रेल भवन, नई दिल्ली - 110001

No. 2022/TC(FM)/18/07 – Part 2 Rail Bhavan, New Delhi – 110 001, dated 03.09.2024

General Managers,
All Indian Railways

Sub:- Guidelines for provision of minimum infrastructure while developing new GCTs in order to reduce the cost of terminal.

****

The Gati Shakti Cargo Terminal (GCT) policy was launched in 2021 to encourage private sector participation in developing freight terminals and integrating modern technology in freight management. While the objective to rationalize the capital cost of GCT, Board (Ml, M/T&RS and Member/O&BD) has issued the following guidelines for consideration:

(1) Civil Engineering Standards -

a. Rails: 52 kg/m (second hand) or 52 Kg/m (Industrial Use), Sleeper density of 1540/km and Ballast Depth of 300 mm may be considered with maximum permissible speed up to 50 kmph as per extant provision of IRPWM for loads other than 25T and CC+8+2.

b. If the TVU is lesser than 20000, a decision to provide LC may be taken as per the site condition considering the capitalized cost of maintenance of a manned LC gate.

(2) OHE Standards -

a. Conventional OHE may be planned on lead portion and inside GCT.

b. Circuit breakers may be planned for GCT to isolate the terminal from mainline.

c. Instead of the masts, portals may be planned in the terminal yard wherever possible to reduce the land acquisition cost.

d. No TSS, SSP/ SP to be planned on siding account. However, if it becomes necessary to provide TSS (to meet load on account of extra traffic), the same may be planned at the Railway's cost.

(3) S&T Standards -

a. No EI/distributed EI and track circuiting to be insisted in the siding/terminal or its R&D yard. The yards may be non-interlocked with hand operated points.

(4) Depending upon the quantum of traffic and distance of the siding from station, if the facilities such as EI, TSS, auto signalling etc. are required, it should be planned with the personal approval of GM on the recommendation of PCOM.

This issues with the approval of Board (Ml, Member/T&RS, Member/O&BD)

(Ashish Uttayan)
Dy. Director/ FM (Strategy)
Railway Board

No. **2022/TC(FM)/18/07 – Part 2** Rail Bhavan, New Delhi -110001, dated 03.09.2024

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

(Ashish Ujjayan)
Dy. Director / FM (Strategy)

No. **2022/TC(FM)/18/07 – Part 2** Rail Bhavan, New Delhi -110001, dated 03.09.2024

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.

Annexure-C

Facilities/services which can be planned at Cargo Complex (Indicative List)

1.0 The policy shall include following but not limited to

1. **"Storage facilities" which include –**
   a. Warehouses including godowns both open/ closed developed for handling and storage of cargo in bulk/ break bulk form;
   b. Micro warehouses and micro-fulfilment centres at the stations for e-Commerce.
   c. Silos built as vertical storage structures for storing bulk cargo in both solid, liquid or anyform;
   d. Cold Chain facilities developed for storage and processing of perishable/ temperature sensitive cargo.

2. **Services Provided by Cargo Complex and related infrastructure:**
   a) Core Logistics Services:
      i. Warehousing Services;
      ii. Specialized storage solutions Services;
      iii. Grinding Units such as grinding units for cement
      iv. Freight transportation Services;
      v. Intermodal transfer Services;
      vi. Cargo aggregation and distribution Services;
      vii. Services at Container terminals and/ or bulk/ break-bulk cargo terminals;
      viii. Services in relation to Customs Freight Stations
      ix. Services from Cargo scanning facilities along with provision of container scanners.
      x. Any other services on case to case basis
   b) Value Added Services: Includes a range of operations aimed at enhancing, preserving, or preparing products, such as:
      i. Basic preservation (e.g., drying, refrigeration, aeration)
      ii. Minor modifications (e.g., dilution, mixing, cleaning, oiling)
      iii. Operational handling (e.g., sorting, grading, packaging, labeling)
      iv. Assembly/disassembly and packaging transformations
      v. Simple IT-enabled logistics (e.g., online booking, tracking, documentation)
      vi. Any combination of the above or other relevant post-production services
   c) Mandatory Infrastructure for Storage/Warehousing
      i. Paved circulation area
      ii. Pollution control systems
      iii. Standard-compliant concrete storage platforms

2.0 Any facility and / or process, which are not mentioned above, and expected to help in cargo generation for the Railways, can be included in the scope of the Agreement with the approval of PCCM of the Railway.

Documents required as a proof of eligibility to participate in bidding process for development of cargo related facility

Category	*Supporting Documents (self-attested copies to be submitted/ uploaded)*
h) Individual/ Sole Proprietorship Firm	3. PAN 4. TAN (in case of Sole Proprietorship Firm only)
i) Hindu Undivided Family (HUF)	3. PAN 4. Notarized Affidavit declaring that the signatory is the 'Karta' of the HUF and has the authority, power, and consent of other members
j) Partnership Firm	4. PAN and TAN 5. Notarized copy of the Partnership Deed/ Partnership Deed registered with the Registrar 6. Notarized or registered copy of Power of Attorney in favour of the individual to sign on behalf of, and to create liability against the firm
k) Company registered under Companies Act 2013	6. PAN and TAN 7. Memorandum of Association (MoA)/ Articles of Association (AoA) 8. Certificate of Incorporation 9. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the company 10. Resolution of the Directors of the Company, permitting the company to set up and/or operate a GCT
l) Limited Liability Partnership (LLP)	5. PAN and TAN 6. LLP Agreement 7. Certificate of Incorporation 8. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the LLP
m) Registered Society/ Registered Trust	6. PAN and TAN 7. Certificate of Registration 8. Memorandum of Association of Society/ Trust Deed 9. Rules & Regulations of the Society 10. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the Society/ Trust
n) Joint venture (JV)/ Consortium	3. JV/ Consortium Agreement 4. Name and authorization of lead member (*Note:* On receipt of approval of Railway Administration for setting-up and/or operation of Cargo related Facility, JV/Consortium shall have to convert into a legal entity – Firm/ Company/ LLP. Agreement shall be entered into by RA with the above legal entity only.)

Annexure-E

LLUSTRATION (1) Illustration for assessing GRF shortfall in Cargo related facility (CRF) linked with railway terminals (Goods shed/GCT/PFT) -

- **Reserve Price - Rs. 80.00 Lakh, Successful bidder quotes - 25% increase**
- **GRF derived for the first year of contract (80 lakh plus 25%) - Rs. 1.00 Cr p.a.**
- GRF obligations commence from 2nd years of Site handover (01.06.2026)-01.06.2028

Contract year	Freight collected against outward/inward traffic handled at linked railway terminal during 01.04.2028 – 31.03.2029 (A)	GRF for concerned contractual year (B)	Freight contribution (outward / inward)through cargo facility during 01.04.28–31.03.29 counted against GRF (C)	Whether any shortfall (to be recovered from developer) or not (against GRF of Rs. 1.00 Cr) D=(B)-(C)	Whether developer ensure 50% average GRF during last 3 years (in terms of para 5.2.2.5.1)
(1st years) 01.06.2028 – 31.06.2029	2.00 Cr.	1.00 Cr. (as per bid)	0.40 Cr.	Yes, shortfall of 0.60 Cr.	Yes (above 50%), against 3 years average yearly GRF of Rs. 1.06 (avg. of (B)), developer contributed average yearly freight of Rs. 0.66 Cr. (avg. of (C)
(2nd year) 01.06.2029 – 31.06.2030	2.80 Cr.	1.06 Cr. (after 6% escalation)	0.70 Cr.	Yes, shortfall of 0.36 Cr.	
(3rd year) 01.06.2030 – 31.06.2031	3.00 Cr.	1.12 Cr. (after 6% escalation))	1.15 Cr	No shortfall	
(4th years) 01.06.2031 – 31.06.2032	3.00 Cr.	1.18 Cr. (after 6% escalation)	1.01 Cr.	Yes, shortfall of Rs. 0.17 Cr.	Yes (above 50%), against 3 years average yearly GRF of Rs. 1.25 (avg. of (B)), developer contributed average yearly freight of Rs. 1.10 Cr. ((avg. of (C))
5th year) 01.06.2032 – 31.06.2033	3.40 Cr.	1.25 Cr. (after 6% escalation)	1.10 Cr.	Yes, shortfall of 0.15 Cr.	
(6th year) 01.06.2033 – 31.06.2034	3.90 Cr.	1.32 Cr. (after 6% escalation)	1.20 Cr.	Yes, shortfall of 0.12 Cr.	
(7th year) 01.06.2034 – 31.06.2035	4.02 Cr.	1.39 Cr. (after 6% escalation)	0.60 Cr.	Yes, shortfall of Rs. 0.79 cr.	No (it's below 50%), against 3 years average yearly GRF of Rs. 1.47 (avg. of (B)), developer contributed average yearly freight of Rs. 0.62 Cr (avg. of (C))
(8th year) 01.06.2035 – 31.06.2036	4.12 Cr.	1.47 Cr. (after 6% escalation)	0.62 Cr.	Yes, shortfall of Rs. 0.85 Cr.	
(9th year) 01.06.2036 – 31.06.2037	3.95 Cr.	1.55 Cr. (after 6% escalation)	0.65 Cr.	Yes, shortfall of Rs. 0.90 Cr.	
Accordingly GRF will be escalated after every year and shortfall in GRF (if any) and ensuring atleast 50% average GRF during last 3 years shall be assessed during the term of contract.					

ILLUSTRATION (2) - Assessment of compound annual growth rate (CAGR) of turnover of the facility (in above illustrated case) for the 3 preceding financial years in terms of para 5.2.3

FIRST REVIEW AFTER FIFTH YEAR OF CONTRACT (i.e. after 31.05.2033)				SECOND REVIEW AFTER EIGHTH YEAR (after 31.05.2036) and thereafter every 3rd year			
Turnover considered for FYs (1)	Turnover (2)	CAGR (3)	Whether beyond 25% (4)	Turnover considered for FYs (1)	Turnover (2)	CAGR (3)	Whether beyond 25% (4)
2030-31	5.90 Cr	28.44%	Yes, 3.44%.Thus developer will pay to Railway 3.44% of total of previous 3 years GRF ***i.e. 3.44% of Rs. 3.55 Cr(1.12+1.18+1.25 as per (B) above)***	2033-34	12.59 Cr.	4.34%	No. Thus no lump sum amount shall be charged from developer
2031-32	10.10 Cr.			2034-35	13.80 Cr.		
2032-33	12.55 Cr.			2035-36	14.30 Cr.		

******

SOUTHERN RAILWAY

Agreement for Gati Shakti Multi-modal Cargo Terminal (GCT)

"Built entirely on Railway land"

COMMERCIAL DEPARTMENT

This **Agreement** is made and executed at ---------- on this ---------- day of ---------- 20----

BY AND BETWEEN

THE PRESIDENT OF INDIA, acting through **Senior Divisional Commercial Manager, Salem Division, Southern Railway, Suramangalam, Salem – 636 005** (incorporate name and designation of the officer authorized under Article 299(1) of the Constitution) having its office at Divisional Railway Manager office, Salem – 636 005 (hereinafter referred to as "**The Railway Administration**" which terms or expression shall, unless excluded by or repugnant to the subject or context, mean and include its successor-in-office, administrators or permitted assignees) of the One Part;

AND

---------- [hereinafter referred to as **("Applicant or GCTO") Gati Shakthi Cargo Terminal Operator*** which terms or expression shall, unless excluded by or repugnant to the subject or context, mean and include its successor-in-office, administrators or permitted assignees) of the Other Part.

WHEREAS The Applicant is desirous of having a Cargo Terminal laid by the **Gati Shakthi Cargo Terminal Operator** at ---------- from the ----------station yard of the Southern Railway taking off from; Kilometer No. ---------- between ---------- station and ---------- station of the Railway as shown in red and green on the plan bearing CE's No.---------- Standard lay out provided hereto annexed for the purpose of carrying on the Applicant's business in the Applicant's premises situated at ----------District ----------.

AND WHEREAS the Railway Administration is willing to operate a Gati Shakthi Multi Modal Cargo Terminal for the Applicant upon and subject to the terms and conditions hereinafter set forth.

NOW, Therefore, this Agreement witnessed as follows:

1. Definitions:

Interpretation: In these presents, unless the context otherwise requires, the following Words and Expressions have the meaning and shall be interpreted as specified, namely-

The Key Terms used in these policy guidelines have been defined below for correct interpretation and elimination of ambiguities.

i. **Act:** The Railways Act, 1989, as amended from time to time.

ii. **Agreement:** Document executed by a Gati Shakti Multi-Modal Cargo Terminal Operator (GCTO) and Sr. Divisional Commercial Manager setting forth the terms and conditions for operation of a Gati Shakti Multi-Modal Cargo Terminal (GCT).

iii. **Authorized Users:** Rail users authorized by the GCTO to make use of the facilities at a GCT.

iv. **Cargo Terminal:** Terminal where goods are loaded in wagons/ coaching vehicles for transportation over Indian Railway network, and/or unloaded from wagons/ coaching vehicles after being transported over Indian Railway network.

v. **Cargo Related Facilities (CRF):** Cargo Related Facilities mean logistics and allied infrastructure developed on Railway land by a selected Developer, at its own cost and risk, to promote and enhance rail freight and parcel movement. These facilities include activities listed in the policy (and other approved activities) that contribute to cargo generation for Railways and are linked to designated railway terminals.

vi. **Cargo Related Facilities Developer:** Cargo Related Facilities Developer means an eligible entity selected through a transparent competitive bidding process for development and operation of CRF on leased Railway land. The Developer is responsible for financing, construction, operation, statutory compliances, payment of land lease charges, and fulfilment of Guaranteed Railway Freight (GRF) obligations as per the Agreement.

vii. **Charging on Through Distance Basis:** The system of charging freight up to the buffer end of the siding, instead of levying Siding Charges.

viii. **Common User Facility (CUF):** All traffic facilities, such as 'Y' connection, Grade Separator, RoR, additional lines / loop lines, crossing station, patch doubling, shunting neck, engine escape line, Signalling Interlocking arrangement, modification to existing OHE or Electrification in future in station limit etc. In case of additional facility or any doubt regarding CUF, the decision of the DRM will be final".

ix. **Consignee:** The person named as consignee in Railway Receipt.

x. **Consignor:** The person named in Railway Receipt as consignor, by whom or on whose behalf goods covered by the Railway Receipt are entrusted to a Railway for carriage.

xi. **FBD Portal:** Freight Business Development (FBD) Portal is a single window access for availing Indian Railways Freight Business information and Services.

xii. **FOIS:** Freight Operations Information System.

xiii. **GCT:** Gati Shakti Cargo Terminal - A private terminal notified under Gati Shakti Cargo Terminal (GCT) policy of Indian Railways, to deal with rail based cargo.

xiv. **Gati Shakti Multi-Modal Cargo Terminal Operator (GCTO):** The entity constructing and/or managing a Gati Shakti Multi-Modal Cargo Terminal (GCT).

xv. **Engineering Scale Plan (ESP):** is a detailed, scaled drawing of a railway yard or section of track, showing track layouts, structures, and other relevant details including CUF clearly marked.

xvi. **Good Industry Practices:** The practices, methods, techniques, designs, standards, skills, diligence, efficiency, reliability, and prudence which are generally and reasonably expected from a reasonably skilled and experienced operator engaged in the same type of undertaking as envisaged under this Policy, following applicable laws and applicable permits in reliable, safe, economical and efficient manner; and which are expected to result in fulfilment of obligations of operator under the Agreement.

xvii. **Over Head Equipment (OHE):** Infrastructure and equipment installed provide electric traction.

xviii. **Private Freight Terminal (PFT):** A terminal notified under Private Freight Terminal (PFT) policy of Indian Railways, to deal with rail-based cargo.

xix. **Private Siding:** Privately owned siding constructed by a 'customer' at its own cost for railway cargo services at the premises of its plant, or manufacturing unit, or production unit, or mine, etc, connecting the customer's works with the Railway system.

xx. **Divisional Railway Authorities:** Divisional Railway Manager (DRM) including Railways' Divisional officers, viz. Senior Divisional Operations Manager (Sr.DOM), Senior Divisional Commercial Manager (Sr.DCM), Senior Divisional Finance Manager (Sr.DFM), Senior Divisional Engineer (Sr.DEN), Senior Divisional Electrical Engineer (Sr.DEE), Senior Divisional Signaling & Telecommunication Engineer (Sr.DSTE), Senior Divisional Mechanical Engineer (Sr.DME), and their representatives.

xxi. **Railway Land:** Land owned by Railways.

xxii. **Railway Receipt (RR):** The receipt issued under section 65 of The Railways Act, 1989, on acceptance of goods and which entitles the consignee to take delivery of the goods at the destination Rail Terminal.

xxiii. **Rake:** A train load of wagons with a prescribed composition.

xxiv. **Take-off point:** The Stock Rail Joint of 'last point and crossing' at serving station, through which the rolling stock can be diverted towards a Cargo Terminal.

xxv. **Terminal Access Charges:** Charges levied by Railways on rail-customers for handling of privately-owned rakes at 'Railway goods-sheds' and 'Cargo Terminals fully or partially on Railway land' as per the Policy, at the rates prescribed by Railways.

xxvi. **Terminal Charges:** Charges levied by Railways on rail-customers for handling of railway-owned rakes at 'Railway goods-sheds' and 'Cargo Terminals fully or partially on Railway land' as well as on rakes at 'Cargo Terminals entirely on non-Railway land' as per the Policy, at the rates prescribed by Railways.

xxvii. **TMS:** Terminal Management System of FOIS.

"**Person**" includes a firm or other association or body of individuals and a Company or Other Corporate Body

"**The Applicant**" means the person named as party hereto of the other part and includes in the case of a firm or other association or body of individuals, the individual person or persons for the time being and from time to time constituting the association or body and, In the case of a company, corporation or body corporate the Successor in business of Interest, such company, corporation or body corporate for the time being.

"**Works**" means the premises belonging to or occupied or used by the Applicant which are connected with the Southern Railway system by the terminal herein before mentioned,

"**Undertaking**" includes all land, railway lines, works, buildings, engines, rolling stock and other movable or immovable property now or at any time hereafter forming part of or pertaining to the Southern Railway system as now or hereafter constituted and all engines and rolling stock (whether belonging to the Southern Railway system or not) passing over such system.

"**Terminal**" Includes the Railway track connecting the Applicant's works with the Railway system, as hereinafter agreed to be constructed by the Railway Administration and all branches and extensions thereof which may hereafter be constructed by the Applicant or by the Railway Administration at the Applicant's request and all sleepers, ballast, embankments, bridges, tunnels, signals interlocking and tele-communication equipment gates, buildings and other constructions, erections, works and movable property constructed/erected/ made/ provided or used in connection with the said track and also all land whereon or on part whereof the said track and connected things aforesaid are constructed / erected/made/ provided or used including land acquired for the purpose thereof as hereinafter provided and land belonging to the Railway Administration and land belonging to or occupied or used by the Applicant.

The Cargo Terminal shall cover only that portion of track network on which Railway rolling stock will ply. The network utilized by the Company/Party for their internal use shall not form part of the Cargo Terminal defined herein."

"**Sub-grade Work**" includes the construction of embankments, the making of cuttings and the carrying out of other earth work, the construction of bridges (exclusive of girder works), buildings, platforms, tunnels, culverts, drains and openings and laying out of ballast and all other works necessary to permit the laying and construction of railway track of the terminal and generally all works which have to be abandoned, if the terminal be closed.

"**Permanent Way Materials**" includes girders, rails, sleepers, fastenings, points and crossings, fencings, signalling, interlocking and telecommunication equipment and over-head structure and any other things connected therewith for electric traction and other machinery (except station machinery) and equipment's necessary for working the terminal

"**Legal Representative**" means any person who is competent to give the Railway Administration a valid discharge in respect of any money or property which may be payable or deliverable to the Applicant and shall include the executor and

administrator of a deceased person, a succession certificate holder, the surviving or continuing partners or members in the case of a firm, association or body of individuals, the certificated guardian if a minor's property, the committee of lunatic, the assignee or receiver of an insolvent's estate, the liquidator of a Company, a receiver and any person legally appointed to represent the estate of the Applicant.

Meaning of other key terms not mentioned above, shall be same as given in para 1.2 (Definitions) of the Gati Shakti Multi-modal Cargo Terminal Policy issued vide Freight Marketing Master Circular/2026, dated 14.02.2026.

*****Note:** Forms of Description of The Applicant -

"(Where a single person is the Applicant)", and A.B. (Insert full name) of (insert address and occupation)"

"(Where two or more persons are Joint Applicants)", and A.B. (insert full name) of (insert address and occupation) and C.D: (insert full name) of (insert address and occupation)".

"(Where a single person trading under a different fee name is the Applicant)", and A.B. (Insert full name) of (insert address and occupation) carrying a business under the name or style of (insert name) at (if the business is carried on at a different address from the address already Inserted then insert such additional address)."

"(Where a partnership firm is the Applicant and the names of the partner known)", and A.B, (Full name) and C.D. (full name) carrying on business partnership as (insert nature of business) under the style or firm of (insert name or style of the firm and address).

"(Where a partnership firm is the applicant and the names of partners are not known)", and A &Co. (insert naive or style of the firm) a partnership firm carrying on business at (insert address) as (insert nature of business)."

"(Where an incorporated Company is the Applicant)", "A.B. &CO. Ltd. a company incorporated in (Insert country of incorporation (e.g. India, England or elsewhere, as the case may be) and having its registered office at (insert address)" (in the case of a company incorporated elsewhere than in India address) "and its principal office in India at (insert address)"

"(Where the Applicant is a joint family governed by the Mitakshara School of Hindu Law)", "A.B. (insert full name) for self and as Karta or managing member of the Joint family, governed by the Mitakshara School of Hindu Law, carrying on business under the name or style of (insert name under which the joint family

business is carried on) at (Insert address) and C.D.E.F.G.H. etc. (insert full name) being the other adult members of the said Joint family.

2. **Agreement To Construct and Operate Gati Shakti Multi-Modal Cargo Terminal (GCT):**

Subject to the terms and conditions hereinafter contained, the Railway Administration shall at the cost and expense of the GCTO in all respects, construct partly or fully on the land of the Railway Administration of the said Cargo Terminal, from_____ (length of terminal) Kilometres on_____ (name of portion) Branch as shown in red and green on the plan annexed hereto (bearing CE's No._____) connecting the GCTO work known as_____ situated at or near _____ in the district of with the system at or near on_____ Southern Railway.

3. **Railway** land where GCTO is developed partially or wholly on railway land(except for Railway land provided for the connectivity to GCT as mentioned in para 13 of schedule 2 of the Gati Shakti Multi-model Cargo Terminal Policy issued vide Freight Marketing Master Circular/2026 dated 14.02.2026) will be leased to GCTO-for which modalities of calculating and levying land lease charges shall be as per extant rule/ Railway Board's Master circular on 'Policy for Management of Railway land' issued vide letter No.2021/LML/25/5 dt. 04.10.2022 as amended from time to time.

3.1. A separate Land Licensing Agreement shall be executed between the Railway Administration by Engineering branch and the GCTO as per Annexure.

4. **Capital Cost of GCT**

4.1. The Gati Shakti Cargo Terminal Operator (GCTO) shall bear the entire capital cost of new GCT from the take-off point onwards, as marked on the Engineering Scale Plan (ESP) at the serving station.

4.1.1. For the linear connectivity portion of GCT passing through the Railway land, including the land to be acquired by Railway for this purpose under para 17.12 of this agreement and 17.2 of the Master Circular on Gati Shakti Multi-modal Cargo Terminal Policy dated 14.02.2026 (hereinafter referred to as the policy), GCTO shall provide only the minimum essential infrastructure of track(including necessary bridges and earthwork), Overhead Equipment (OHE), and Signalling& Telecommunication (S&T) equipment as detailed in FM Circular 21 of 2024, (Annexure-B). Any other assets needed for the connectivity that are not directly related to track, signalling, or OHE

will be constructed by the Railway at its own cost. In case of any dispute, the decision of DRM shall be final in this regard.

4.1.2. The ownership of infrastructure including the track, signalling equipment and OHE created on Railway land under para 5.1.1 of the policy shall belong to Railway, even though the capital cost for these shall be borne by the GCTO.

4.2 The capital cost for all common-user traffic facilities-CUF (to be marked on the ESP) as defined at para 1.2(viii) shall be borne by the Railway. Common-user facility (CUF) can be developed at serving station or at any other location / other than the serving station on railway land (before the take-off point); as deemed necessary by the DRM for the smooth train operation. While deciding the CUF, due care may be taken by the division that unwanted facilities not be treated as CUF. For the sake of clarity, only those facilities which are essential for improving the train mobility must be covered under CUF.

4.1.3. 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:

4.1.3.1. Work shall be executed through Railway's approved consultant/contractors.

4.1.3.2. Ownership of such assets will remain with Railways.

4.1.3.3. The detailed estimate shall be prepared and vetted by the Division only in instances where the project involves common user facility works.

4.1.4. An amount equivalent to ten percent (10%) freight discount only on the total goods traffic handled (inward as well as outward) in the GCT shall be reimbursed 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.

4.3. Maintenance and operation of assets created under para 4.2 of the agreement (common-user traffic facilities) at the serving station including staff costs, shall be the responsibility of the Railway.

4.4. The capital expenditure required for augmenting or up-grading the facilities and infrastructure on the connectivity portion from take-off point

onwards towards Terminal and within the premises of Terminal shall be borne by the GCTO.

4.5. 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 and necessary signalling arrangements may be considered, provided it is operationally feasible. This will be done on the request of GCTO.

4.5.1. In such cases, the entire capital cost of "the new Block Hut/ Block station and related infrastructure shall be borne by the GCTO. However, the ownership of the same shall remain with the Railway.

4.5.2. However, for new GCTs planned to load one million Tonne or more (outward and inward traffic) per annum, the capital cost of new Block Hut/ Block station will be repaid to the GCTO by Railway.

4.5.2.1. The repayment of capital cost of the new Block Hut/ Block station will be made by Railway through 10% rebate on the outward traffic loaded at the Terminal and in case of inward traffic handled at the terminal reimbursement equivalent to 10% rebate will be made, till such time the capital cost has been repaid to the GCTO. This 10% rebate shall be granted on the normal tariff rate (NTR) of the commodity.

4.5.2.2. The repayment of capital cost as mentioned in para 4.5.2.1 above will be done only if the Terminal achieves the target of Freight handling (Inward as well as Outward) of one million Tonne per annum within two Calendar Years of commissioning (excluding the year of commissioning). For example, if a GCT commissioned during calendar year 2026 achieves one million Tonne loading during calendar year 2028, then the repayment of capital cost of new Block Hut/ Block station (through 10% rebate on outward traffic) shall start from 01st April 2029.

4.5.2.3. This repayment shall be made for the investment made by the GCTO on behalf of Railways. As such, this repayment through freight rebate shall be admissible over and above all other rebates that the GCTO may become eligible for in future.

4.5.2.4. This provision of repayment shall be applicable only for GCTs for which Agreement between RA and GCTO has not been entered into till the date of issue of this Policy.

4.5.2.5. If the GCTO is not the consignor / consignee at any such terminal, an amount equal to 10% rebate on the outward / inward traffic shall be reimbursed to the GCTO. The tax liability, if any, for such reimbursement shall lie with the GCTO. The total amount so reimbursed to the GCTO, including the applicable taxes, shall not exceed the amount mentioned in the above para 4.5.2 and its sub-paras.

5. Sub-Grade Work:

The sub-grade work, culverts & bridges, drains, pitching & protection work and ballast supply shall be carried out at the cost and expense of the Applicant either by his own agency or by the Railway Administration on his request. When the works or part of them are carried out by the Applicant, the work shall conform to the Railway Administration's drawings and specifications and shall be executed under the supervision of Engineering staff of the Railway Administration or under the supervision of Approved Consultant.

6. Security of Assets

6.1. The responsibility of security of railway assets over Railway land shall be of Railways. However, the responsibility of security of railway assets (outside Railway Land or on land licensed to GCTO shall be of GCTO.

6.1.1. In case of theft of any railway asset on non-Railway land, the maintenance of which is with Railway, the restoration shall be done by Railway but the cost of such restoration shall be borne by the GCTO.

6.1.2. In case of theft of OHE including OHE on non-Railway land, restoration shall be done by Railway but the cost of such restoration shall be borne by the GCTO.

7. Maintenance of Assets

7.1. Maintenance of assets on Railway land, including Track and Signalling Equipment installed on Railway land under para 5.1.1 of the GCT policy, shall be done by Railway at its own cost.

7.2. Maintenance of OHE from the take-off point onward including inside the Terminal shall be done by Railway at its own cost - as this involves safety of men and equipment, and can also impact rail operations outside the Terminal boundary.

7.3. In addition to above, the maintenance of assets (track, bridges, signalling equipment, etc.) on non-Railway land outside the Terminal, may

also be done by Railway at its own cost if the GCTO transfers the ownership of these assets to Railway (the ownership of land on which such assets are created shall however continue to be with GCTO). Provided further, this provision shall be applicable only to those GCTs where freight tariff is charged on through distance basis.'

7.3.1. In case maintenance of assets, including Track and Signalling Equipment, is being handed over to Railways on migration to this policy by GCTO, the GCTO will ensure that the standards of track and signalling infrastructure being transferred to Railway is in accordance with the prescribed standards for GCTs, as decided by Railways. If any up-gradation/ replacement/ renewal of any infrastructure is required, the GCTO shall bear the cost for the same.

7.3.2. In case of damages to the assets due to accident, etc, the replacement shall be done by Railway. However, if the responsibility of accident, after Enquiry (joint enquiry by representatives of Railway as well as GCTO), is fixed on the GCTO - the GCTO shall have to bear the cost of all the replacements. The decision of the Nodal Officer, i.e. DRM, in this regard shall be final.

7.3.3. In case the damage to assets is due to an external cause (floods, breaches, terrorist activity, etc.) the cost of restoration shall be borne by the GCTO.

7.3.4. If the GCTO does not agree to transfer the ownership of assets (track, bridges, signalling equipment, OHE, etc) to Railway or freight tariff is not chargeable 'on Through distance basis'; the maintenance of these assets -- except OHE - shall continue to be the responsibility of GCTO.

7.3.4.1. Railway shall be entitled to conduct periodic inspections of such GCTS being maintained by the GCTO, for which Inspection Charges will be levied as per the prescribed norms.

7.3.4.2. GCTO may also get the maintenance done through Railway for such Terminals, in which case Maintenance Charges shall also be levied as per the prescribed norms.

7.3.5. The maintenance of GCT yard, including loading/ unloading lines, shall be the sole responsibility of GCTO. Distribution of the responsibility of track has been explained in Schedule '4'.

7.3.6. At such GCTs, Railway shall maintain the signalling equipment till the line-clear/ receipt-despatch arrangement with serving station(s), at its own cost. Maintenance of signalling equipment internal to the Terminal shall be the sole responsibility of the GCTO.

7.4. The cost of all subsequent up-gradations (on account of change of technology, standards, etc) shall be borne by the GCTO.

7.5. Maintenance of all the infrastructure and equipment inside the GCT which are not to be accessed by Railways' rolling-stock, and maintenance of infrastructure required for loading/ unloading (tipplers, hoppers, etc) shall be the responsibility of GCTO.

7.6. Schedule '4' indicates the ownership and responsibility for maintenance of assets for a GCT.

8. Cost of Electrification

8.1. In case of new GCT, the entire cost of electrification of the Terminal and the connectivity portion between take off point and GCT, shall be borne by the GCTO.

8.2. While undertaking electrification of main line and serving station by Railways, the electrification of the existing GCT(s) including the rail-line connecting the Terminal(s) shall be undertaken at the Railway's cost.

9. Handling of wagons in GCTs:

9.1. If any damage and deficiencies is caused to railway wagons due to the fault of the GCTO, the damage and deficiency charges shall be raised by Railway and paid by the GCTO as per the extant rules of Railways.

9.2. All tipplers and bulk handling systems used for loading/unloading of Railway wagons shall be provided and commissioned by GCTO at its own cost in accordance with the RDSO's approved specifications. This provision shall however not be applicable on the systems/ equipment installed by GCTO which are not to be used for handling Railway wagons (such as conveyor-belts, JCBs, excavators, etc).

9.2.1. GCTO shall ensure that tipplers, bulk handling systems, and mechanized equipment are operated only by the qualified and experienced staff under adequate supervision.

9.2.2. Such equipment shall be regularly maintained and replaced at the end of their codal life by GCTO at its own cost.

9.2.3. In case of any accident/ derailment inside the Terminal or outside the Terminal up to serving station, Railway will provide Accident Relief Train (ART)

initially free of cost. Provided further, if the responsibility of accident/ derailment after enquiry is fixed on the GCTO, ART Charges shall be payable by GCTO as prescribed by Railway from time to time. The due Charges will be deducted from the future payments by Railway to GCTO. However, in case no regular payments are being made by Railway to GCTO, on demand from Railway, the GCTO shall pay ART Charges to Railway without any delay.

9.2.4. The accident inquiry as mentioned in para 9.2.3 above shall be conducted by the Railway representatives nominated by DRM. Joint observation for the accident inquiry will be signed by the representative nominated by GCTO. The accepting authority of the Inquiry Report shall be as per extant policy of Indian Railways, whose decision shall be final and binding on GCTO.

10. C&W Maintenance Facilities

10.1. Normally C&W facilities shall not be constructed at GCTs.

10.2. However, If C&W facilities are operationally required at any GCT as per the extant instructions; the capital cost for creating such facilities shall be borne by the GCTO. The regular upkeep, maintenance, any upgrade(s) and replacement of the C&W infrastructure and associated facilities (including tools, machinery, and plants), as per extant norms, shall also be the responsibility of the GCTO. The operational cost of staff, material and associated expenses for Railway-owned Rolling stock shall be borne by Railway. For private rolling stock, operational cost of staff, material and associated expenses shall be borne as per the applicable provisions of the extant agreement under various wagon investment schemes.

10.3. For GCTs dealing with POL and other hazardous material, specialized facilities shall be developed and maintained by the GCTO at its own cost, both inside the Terminal and in the Railway yard, as required. All such facilities shall comply with applicable environmental and safety-related statutory and regulatory norms (including PESO, PNGRB, SMPV Rules, and other mandated safety regulations) to ensure safe handling and to prevent any untoward incident.

11. Authorized Users

11.1. GCTO shall inform Railway about the authorized rail users of the GCT before notification, so that they may be incorporated in the TMS module of FOIS.

11.2. If the GCTO desires to add more rail users subsequently, GCTO shall inform Railway at least seven (07) working days in advance, to enable incorporation of such rail users in FOIS.

12. Commodities Permitted

12.1. Unless otherwise specified by Indian Railway, a GCT shall be permitted to book and handle all parcel (full parcel rakes only) and goods 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.

13. Engine-on-Load (EOL) Scheme

13.1. All new GCTs shall be set up on 'charging on through distance basis,' as per the instructions contained in Rates Master Circular on 'Freight on Through Distance Basis issued on 24.09.2014, as modified from time to time.

13.2. All new GCTs charged on through distance basis shall be governed by the Engine-onload policy (FM Circular No.16 of 2023 dated 13.12.2023), as modified from time-to time.

i. Railway may permit commissioning of a new GCT (or migration of an existing terminal to this policy) on non-EOL and/or non-through distance basis with the approval of DRM, if these are not operationally feasible.

ii. If a new GCT/ existing terminal migrating to GCT, is approved on non-through distance basis- then the maintenance of assets on non-Railway land (except OHE) - shall continue to be responsibility of GCTO (as per provision of para 7.3.4 of this policy).

14. Charging of Commercial Staff

14.1. No cost of commercial staff will be charged from the GCTO with effect from the date of issue of this policy. However, for existing Terminals (where PFT/ Private Siding Agreement has already entered into between RA and operator before the issue of this Policy) where cost of commercial staff has already been deposited by the GCTO, there shall be no refund on migration to the GCT. Further, dues of commercial staff cost pending, if any, as on the date of migration shall be payable by GCTO.

15. Provision of Weighbridge

15.1. All GCTs planning to deal with outward cargo (loading) shall have a provision of at a suitable location (as per extant guidelines of Ministry of Railways) inside the Terminal. The Weighbridge shall comply with OIML (International Organization of Legal Metrology) document (available at https://www.oiml.org/en/files/pdf r/ r106-2- e12.pdf) and the latest RDSO specifications.

15.1.1. Provision of EIMWB shall not be essential for GCTs dealing with inward cargo (unloading) only.

15.1.2. If a GCT without an EIMWB plans to start loading, the GCTO shall make arrangement for provision of an EIMWB as per the provisions of the Policy. DRM, in consultation with CFTM of the Railway, may, however permit loading at a GCT (if operationally feasible) - by nominating an alternative Railway weighbridge for weighment of rakes, awaiting installation of EIMWB, for a period of up to six months at a time from the date of start of such loading, duly recording the reasons for the same.

15.2. GCTO shall bear the cost of procurement (inclusive of the requisite warranty and a post warranty comprehensive Annual Maintenance Contract (AMC) till the end of codal life/replacement on condition basis), installation, and replacement of the Weighbridge at the end of its codal life/replacement on condition basis. GCTO shall also bear the cost of weighbridge house, weighbridge siding, and related infrastructure.

15.3. GCTO shall get the weighbridge certified by the Weights & Measures department of the state government, and shall comply with all the applicable statutory and legal requirements.

15.3.1. The weighbridge after testing and certification by the Weights and Measures department of the state government, shall be sealed by their personnel in presence of GCTO's and Railway's representatives. This seal shall be broken, if required, only in the presence of the personnel of Weights and Measures department and Railway's representative.

15.4. GCTO shall bear the cost of installation & operation of Weighbridge, and the cost for its linking with FOIS.

15.5. RR will be issued on the basis of weighment within a GCT as per the extant instructions provided vide Rates Master Circular/Weighment/2019/0 dated 25.07.2019 and other applicable instructions of Railways, as modified from time to time.

15.6. No extra free-time will be provided for weighment at a Weighbridge inside a GCT.

15.7. Railway Administration reserves the right to conduct periodic and/or surprise inspections of the operation, functioning and calibration of EIMWB.

15.8. For the purpose of mandatory testing of EIMWB, test-wagons shall be provided by Railway on payment of Haulage Charges. These Haulage Charges shall be levied for the actual distance travelled or 100 km, whichever is less.

15.8.1. In cases where there is more than one weighbridge located within a GCT, the Haulage Charges as per para 15.8 above shall be levied for the 'first weighbridge', and 25% of the charges of the 'first weighbridge' for the other weighbridges inside the terminal.

15.8.2. For random surprise testing by Railway, test-wagons will be provided for weighment without levying Haulage Charges or any other charges.

15.8.3. Railway shall try to ensure availability of 'test wagon-sets' in the vicinity of all GCTs, so that there is no delay in arranging these wagons for testing.

15.9. If any overloading is detected in the outward traffic the same will have to be unloaded/ re-adjusted at the Terminal itself for which no extra free-time will be provided.

15.10. Whenever the Weighbridge goes out of order, it shall be put right by the GCTO within three days, failing which a penalty of Rs 4,000/- per day or part thereof for the next ten days, and Rs 8,000/- per day or part thereof thereafter, shall be imposed.

15.11. Under exceptional circumstances, if it becomes essential to install the EIMWB of a GCT either partially or wholly on Railway land not licensed to GCTO (on account of operational and technical constraints), permission for the same may be given by the DRM. Location of such an EIMWB shall be decided by Sr.DOM in consultation with Sr. DCM, Sr.DEN & Sr. DME.

15.11.1. All terms and conditions applicable on EIMWB inside a GCT shall also be applicable on an EIMWB installed by GCTO on such land. However, Railway will be the executing agency for installation, operation, and maintenance of such EIMWBs.

15.11.2. Cost of the installation, manpower to operate such EIMWB and the comprehensive AMC shall be borne by the GCTO.

15.11.3. Railway will be free to weigh rakes other than those of the concerned GCT at such EIMWB.

15.12. Railway may permit weight-o-meter/ pre-weighbin system of weighment in GCT on case-to-case basis, on the joint recommendation of Sr.DOM, Sr.DME, Sr. DEN & Sr.DCM and with the personal approval of the DRM, keeping in view the requirement and to avoid any manipulation of weighment data.

15.12.1. Such equipment shall be certified by Weights & Measures department and should also meet all extant statutory provision and policy guidelines including latest RDSO specifications.

15.12.2. The system should have proper locking/sealing arrangement to avoid any tampering with the system including software. The 'admin' control should rest with the Railways.

15.12.3. One-to-one correspondence between Weight-o-meter discharge and corresponding wagon shall be maintained by GCTO.

15.12.4. A procedure order for normal operations covering precautions to be taken to ensure that wagons are empty before loading and periodical test weighing of this system shall be maintained by GCTO.

15.12.5. The system should have interface with FOIS to avoid any error in data capture during transmission.

15.13. GCTO may also be permitted to install an alternative means of weighment of wagons, which should have accuracy level at least equal to that of EIMWB and should ensure weighment within the time taken by E IMWB.

15.13.1 GCTO shall submit request for such alternative means of weighment, along with all the necessary documents, which may be permitted by Railway on case- to-case basis, on the joint recommendation of Sr.DOM, Sr.DME, Sr. DEN & Sr.DCM and with the personal approval at of the Divisional Railway Manager.

15.13.2 GCTO shall be responsible for getting the proposed means of weighment of wagons certified by Legal Metrology/ Weights & Measures department, and also for ensuring its upkeep and maintenance at its own cost.

15.14. Any other issue pertaining to installation, commissioning, maintenance, and functioning of Weighbridge at a GCT, not covered under this policy, shall be governed by the provisions contained in Rates Master Circular No. RMC/Provision of Weighbridge/2019/0 dated 11.07.2019, as modified from time to time and other related instructions issued by Railway Board from time to time.

16. Installation of FOIS and TMS

16.10. FOIS and TMS with limited access as prescribed by Indian Railways shall be installed at the GCT at the cost of GCTO. All RRs will

be prepared through TMS. Complete maintenance of FOIS and TMS will be done by Railway at its own cost.

16.10.1. Cost of replacement of FOIS and TMS equipment, at the end of their codal life, shall be borne by the GCTO.

16.10.2. 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.

17. General Conditions

17.1. Applicant/ GCTO will be solely responsible for - (a) arranging/ acquiring/ ownership/ lease/ licensing of non-Railway land for the development of GCT; (b) all statutory and non-statutory clearances from other government departments and statutory bodies; and (c) payment of all charges, taxes/ GST, surcharges, cess, levies, etc, related to transportation and handling of cargo.

17.2. Railway will reserve the right to grant connectivity to other Gati Shakti Cargo Terminal(s) taking off from the track passing over the GCT.

17.3. Unless otherwise mentioned in this policy, Existing 'Commercial and operation rules' as applicable on a Goods Shed for booking, supply and delivery of goods shall be applicable at GCTs on railway land.

17.3.1. All GCTs are required to function round the clock on all days, including Sundays and other holidays.

17.4. The GCTO shall be responsible for clearance of all Railway dues, including demurrage charges, accrued within the GCT.

17.4.1. 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 be levied.

17.4.2. The rate 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).

17.4.3. Further, in situation of congestion involving stabling of rakes for acceptance by a GCT, Railway Authorities will be authorized to impose loading restriction or quota for an appropriate duration for such a GCT.

17.5. The cost of electricity/ diesel consumed by Railway locomotives shall be borne by Railway.

17.6. The GCTO shall provide at his own cost the level-crossings and ROB/ RUB/ LHSs for safe passage of trains as well as road vehicles, as per requirement and prescribed norms.

17.6.1. All level-crossings have to be provided with requisite infrastructure (gate-post, gate-lodge, etc) and have to be manned by GCTO at its own cost.

17.6.1.1. If the level-crossing becomes due for interlocking, the cost of interlocking shall be borne by the GCTO.

17.6.2. Maintenance of level-crossings falling on the track being maintained by Railway shall be done by Railway at its own cost; while maintenance of level-crossings falling on the track being maintained by the GCTO shall be done by GCTO (as illustrated in Section III of Schedule '4').

17.7. Railway shall reserve the right to grant connectivity to another GCT(s) from the connectivity portion of track, either on Railway land or on non-Railway land, subject to operational feasibility and consideration that the traffic to/from the initial GCT is not disrupted. On receipt of such proposal, Sr. DOM will first assess if adequate capacity is available for handling traffic of subsequent GCTO. The proposal will be processed only if adequate capacity is available and commissioning of an additional GCT is not likely to impact the traffic of the existing GCT. However, permission to grant connectivity to subsequent GCT shall be given by Divisional Railway Manager if initial GCTO and subsequent GCTO make necessary agreement themselves for sharing the cost and give their consent to Divisional Railway Manager, failing which, the decision of the Divisional Railway Manager will be conclusive and binding on the Applicant as per the mechanism shared below: -

17.7.1. Such portion of the cost originally paid by the initial GCTO to the Railway, in respect of sub-grade works, and

17.7.2. The proportionate present market value of land.

17.8. For GCTs established entirely or partially on Railway land, Railway will levy Terminal Charges and Terminal Access Charges similar to those being levied on Railway goods-sheds. These Terminal Charges and Terminal Access Charges will be shared with the GCTO according to the quoted bid percentage (as mentioned in para 9 above of the Schedule '2').

17.9. After issue of the Letter of Allotment, the procedure and time-lines - for submission and approval of ESP and other related activities - in accordance with Schedule'1'shall be followed. Successful bidder shall commence construction within three (03) months of the grant of approval of construction or handing over the railway land (whichever is later) and complete construction within eighteen (18) months of the grant of approval or handing over the railway land (whichever is later). If the bidder fails to adhere to the prescribed time-lines, one extension may be granted with the approval of DRM, up to a maximum of Six months - considering the merits of the case.

17.9.1. Under exceptional circumstances beyond the control of the bidder and also considering investment already made by the applicant, DRM may grant a further extension of up to six months.

17.9.2. If the bidder fails to complete the construction even after the lapse of such extensions (para 12 &12.1 above), the Agreement will be terminated and Performance Guarantee will be forfeited.

17.9.3. At the time of cancellation/termination/expiry of the Agreement, the Railway land, along with the entire infrastructure developed on it by bidder, shall revert back to Railway on as-is-where-is basis, without payment of any compensation.

17.10. The Railway land used for providing connectivity to the Terminal shall remain in possession of Railway, along with the entire infrastructure created on it (as per provisions of para 5.1.2 & 5.1.3 of this Policy).

17.11. Railway land where GCT is developed partially or wholly on railway land (except for Railway land provided for the connectivity to GCT as mentioned in para 13 of Schedule 1 & 2) will be leased to GCTO - for which modalities of calculating and levying land lease charges shall be as per extant rules/Board's Master circular on 'Policy for Management of Railway land' (issued vide Railway Board's letter No. 2021/LML/25/5 dated 04.10.2022)--as amended from time to time.

17.12. Responsibility for maintaining the track and signalling equipment shall be as per the provisions of para 7 of this Policy. Responsibility of maintaining loading/ unloading wharf(s), roads, drainage, etc, shall rest with the GCTO.

17.13. GCTO shall also be responsible to ensure that the entire infrastructure of Terminal is properly maintained and is duly

upgraded/ replaced at the end of codal life, as per Good Industry Practices.

17.14. For GCTs constructed fully or partially on Railway land, the GCTO shall be expected to give at least the prescribed annual bench-mark of traffic (outward plus inward combined, in NTKM) to Railway, which shall be commensurate with the value of Railway land earmarked for GCT, as under:-

Value of land	Bench-mark Traffic (in NTKM)
Up to Rs 10 crore	200 million
More than Rs 10 crore, & up to Rs 25 crore	500 million
More than than 25 crore, & up to Rs 50 crore	1000 million
More than Rs 50 crore, & up to Rs 100 crore	2000 million
More than Rs 100 crore	4000 million

17.14.1. The Bench-mark Traffic shall be applicable from the Financial Year subsequent to the year of commissioning, and shall be revised at the time of each renewal/extension of Land Licensing Agreement according to the revised value of land. For example, if a GCT has been commissioned during 2023-24, with the value Railway land being Rs 20 crore – then the Bench-mark from the years 2024-25 onwards shall be 500 million NTKM. This Bench-mark Traffic shall be revised at the time of every renewal/extension of Land Licensing Agreement.

17.14.2. If the GCTO achieves or surpass the Bench-mark Traffic during any Financial year, an incentive equal to 5% of the Land Licence fee (which will be levied as per the provisions of para 17.10 above) shall be granted for the next year provided that previous Land Licence Fee have been paid and there is no outstanding dues in this regard. For the example given in para 17.14.1 above, if the GCTO achieves Bench-mark Traffic during 2025-26, then an incentive equal to 5% of Land License Fess (as per the provisions of para 17.11) shall be granted for the year 2026-27.

17.15. Subject to the provisions of para 14 of this Schedule '2', GCTO will be free to create infrastructure and/or to provide value-added services/ facilities (such as warehousing, processing, packaging, etc.) provided that such infrastructure/ value-added services/facilities, if created, shall be available to all users of the GCT without discrimination of any sort. However, if some value-added facility created on Railway land

cannot be used by more than one user simultaneously, than the Operator may deny the use of such facility - which is under the occupation of one user - to other users. This is essential to avoid the damage of the different grades of material due to mixing. However, in such cases intimation must be given to the Divisional Railway Manager.

17.15.1. GCT will also have the authority for deciding the user charges/ fees for value-added services/facilities as per market conditions - without any interference from Railway. However, the use of value-added services/ facilities will be optional and no customer will be forced to use those services or to pay for them. Such value-added services/ facilities shall conform to Good Industry Practices.

17.15.2. GCTO shall not sub-lease/ sub-license/ mortgage Railway land, and shall not create any third-party encumbrance on Railway land.

17.15.3. For any value-added service/ facility developed on Railway land, GCTO can use the facility for traffic handled by other modes of transport after passage of two years from commissioning under the condition that the Railway Traffic handled by the terminal in the previous year is more than 2,50,000 Tonnes. Railway reserves the right to undertake any inspection of the Terminal to safeguard its interests and to direct the GCTO to discontinue such activities if such activities are detrimental to Railway's cargo business, failing which the Agreement may be terminated. For avoidance of doubt, such termination will be treated as default by the GCTO.

17.15.4. The responsibility of obtaining all statutory and environmental clearances for such value-added services, if required, shall rest solely with the GCTO. Any violation of statutory compliance will invite merit for termination clause of the Agreement on GCTO's default. Any liability/ default created by such violation will be the sole responsibility of the GCTO, and Railway will not be responsible for this.

17.16. GCTO shall use Railway land for activities related to Railway cargo business only. If the GCTO indulges in any commercial activity not related to Railway cargo business on Railway land or fail to adhere to the provisions of para 16 and its sub-paras of this Schedule '2', the

Agreement for GCT may be terminated without any compensation/termination payment to the GCTO. For avoidance of doubt, such termination will be treated as default by the GCTO. In case of any dispute whether any activity is related to Railway cargo business or not, the decision of the nodal officer (i.e. DRM) shall be final and binding on the GCTO.

18. The GCT located completely or partially on Railway land will remain a common-access facility, and GCTO shall ensure non-discriminatory access for all rail-customers/ potential customers to such Terminals. The GCTO will not prevent any rail-customer/ potential customer from accessing the Terminal (provided the facilities for handling their cargo exists at the terminal). Road access to the GCT will not be blocked by the GCTO. However, if some value-added facility created on Railway land cannot be used by more than one user simultaneously, than the Operator may deny the use of such facility - which is under the occupation of one user - to other users. This is essential to avoid the damage of the different grades of material due to mixing.

    18.1. All handling (loading and unloading) of cargo at a GCT shall be done by the GCTO (or any agency 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.

    18.2. No Wharfage shall be levied by Railway for storing/ stacking of goods on land leased/ licensed to the GCTO.

19. GCTO will have the permission to expand the Terminal further by acquiring/ leasing the adjacent non-Railway land. However, any such acquisition/ leasing of additional land will have to be managed by the GCTO through his own resources. Railway will not charge any Land License Fees/ Land Lease Charges for the additional non-railway land acquired by the GCTO.

    19.1. In such cases, the levy of Terminal Charges and Terminal Access Charges - and their sharing with the GCTO - will continue as before as per the decided principle.

20. A joint team (comprising of Sr.DOM, Sr.DCM, Sr.DEN, Sr.DSTE & Sr.DEE/TRD) shall inspect the GCT at least once a year to ensure that there is no breach of Agreement or policy provisions by the GCTO. In addition, inspections may also be conducted by Railway officials as per the provisions of para 16.2 and 17 of Schedule '2' of the GCT Policy. If any breach/violation on

part of the GCTO is detected during these inspections, Railway shall take action as per para 19 of the main policy.

18. Dispute Resolution.

18.1. Efforts should be made to commission GCT as per the prescribed time schedules. Preparation of ESPs including marking of Common User facilities (CUFS) should be done diligently so that disputes do not arise at a later date. Once the ESP has been finalised till the formal commissioning of GCT, a monthly statement regarding any dispute/outstanding issue signed jointly by representative of the Division and the GCTO, should be prepared and kept on record. In case of no dispute/outstanding issue, the same should be reflected in the monthly statement. In case of any dispute arising in the interpretation of the policy, the decision of DRM will be final and binding.

18.2. Further, preparation and signing of the prescribed agreements should be monitored closely by DRM to ensure that the processes are completed before commissioning of GCT. In order to address any dispute related to this policy, the following process will be followed.

18.2.1. There will be a standing dispute resolution mechanism in the Division headed by the DRM. The mechanism would have representation from both Division and the concerned GCTO.

18.2.2. The dispute resolution shall be done through a standing committee headed by DRM and shall comprise of 03 Railways officers, as nominated by DRM, and 02 representatives of the concerned GCT owners.

18.2.3. For raising any dispute before the standing committee for dispute resolution related to this policy, the GCT Owner shall give a notice along with a detailed representation and relevant documents, and within 15 days of such notice, the meeting of the Standing Committee shall be scheduled.

18.2.4. The Committee shall endeavour to decide the matter through mutual discussion and consensus within 60 days of receipt of notice.

18.2.5. In case during the deliberations, the committee arrives at a consensus, the DRM shall issue minutes, formally signed by all

Committee Members including representatives of the GCTO for implementation of decision.

18.2.6. During the pendency of dispute resolution proceedings, both parties shall continue to perform their respective obligations under the Policy and agreement, so far as practicable, to ensure that rail operations and cargo handling activities are not adversely affected.

18.2.7. In case this mechanism fails to resolve the issue to the satisfaction of both the sides, the process as detailed in the succeeding paras will be followed.

18.2.8. However, it is expressly stated that for dispute involving railway land, the Dispute resolution will be governed by the Model Standard land lease agreement for long term leasing of Railway land for Gati Shakti Cargo Terminals / Cargo related facility - issued vide Railway Board Letter No. 2021/LML/25/5 dated 02.06.2023.

18.3. Conciliation: All disputes and differences of any kind whatsoever arising out of or in connection with the construction and operations of GCT/development shall be referred by the GCTO to Divisional Railway Manger through 'Notice of Dispute.' DRM shall, within 30 days after receipt of the 'Notice of Dispute,' notify the name of conciliator(s) to the GCTO. The Conciliator(s) shall assist the parties to reach an amicable settlement in an independent and impartial manner within the terms of Agreement. If the parties reach agreement on a settlement of the dispute, they shall draw up and sign a written Settlement Agreement duly signed by Railway's representative (Sr.DCM), GCTO and conciliator(s). When the settlement agreement is signed, it shall be final and binding on the parties. The conciliators shall be paid fee as fixed by Ministry of Railways time to time, which shall be shared equally by the parties.

18.3.1. The parties shall not initiate, during the conciliation proceedings, any reference to arbitral or judicial proceedings in respect of a dispute that is the subject matter of the conciliation proceedings.

18.3.2. The conciliation shall be carried out as per 'The Arbitration and Conciliation Act, 1996' and the proceedings shall be terminated as per Section 76 of the above Act.

18.4. Arbitration: If the dispute is not settled through Conciliation (as mentioned in para 1.2), it shall be decided by reference to arbitration. Arbitration shall be carried out as per provisions available for arbitration in Indian Railways General Conditions of Contract 2020 for works contracts, as amended from time to time.

18.5. Governing Law & Jurisdiction: This Agreement and Land License Agreement are governed by and shall be construed in accordance with the laws of India. In case of any dispute and difference arises, the Court of the place, where the courts in Chennai shall alone have Jurisdiction for both Contract and Arbitration shall only have the jurisdiction to try such litigation.

19. Termination of the Agreement

19.1. Subject to the provisions in the Agreement, Divisional Railway Manager (DRM) may terminate the Agreement with a GCTO operating a GCT in the event of any serious irregularity committed by the GCTO. This may include any grave breach of the terms and conditions of the Agreement, any default by GCTO, violation of The Railway Act, 1989, or commission of an unlawful act which is not in-line with Good Industry Practices.

19.2. Before terminating the Agreement, Sr.DCM with approval of DRM shall first issue a Show Cause Notice, informing GCTO to submit representation within 30 days. If no response is received, or if the response of GCTO is not satisfactory, a written Notice of Termination specifying a grace period of 180 days shall be given to the GCTO, by Sr.DCM with the approval of DRM. However, if no reply to the Notice for Termination is received within 180 days of the issue of Notice for Termination, the Agreement with GCTO will stand terminated and the same shall be communicated by Sr.DCM to GCTO. No termination payment shall be made by Railway Administration to the GCTO.

19.2.1. If the GCTO submits a reply within 180 days, DRM will take further course of action on the merit of the case.

19.3. The GCTO will also have the right to terminate the Agreement by giving a notice of 180 days to the Divisional Railway Manager (DRM) in the event of any difficulty faced by the GCTO in smooth functioning of the Terminal for reasons attributable to Railway as laid down in this policy, or for any other reason internal to the GCTO. No termination payment shall be asked by Railway from GCTO.

19.4. Any dispute arising out of this Agreement will be resolved through the Dispute Resolution Mechanism as prescribed under schedule '4' of the GCT policy.

20. **Power To Terminate Agreement, If Traffic Insufficient:**

20.1. Notwithstanding anything contained in the Agreement, the Railway Administration shall be entitled, in the event of Railway Administration being of the opinion that the Applicant's traffic over the terminal is insufficient to justify the retention of terminal by the Applicant of which the 'Divisional Railway Manager' (DRM) of the Railway Administration will be the sole judge to terminate this Agreement by giving to the Applicant not less than 6(six) months' notice in writing of the Railway Administration's intention to terminate this Agreement and on the expiry of such notice, this Agreement shall stand terminated.

20.2. The termination of this agreement under the provisions of this Clause shall be without prejudice to any rights of remedies to which the Railway Administration will be entitled to in respect of any acts, matter or things arising before such termination.

21. Power to close the portion of the terminal within railway land coloured red in the annexed plan or work it for public traffic:

21.1. In the event of the Railway Administration deciding in the public interest to close the terminal or any part or extension thereof or to work the terminal or any part or extension thereof for public traffic as part of the railway system (the decision of the Railway being final in this case and the service of the notice as hereinafter stated shall be conclusive evidence of the same) the Railway Administration may terminate this Agreement by giving to the Applicant 6(six) month's previous notice in writing of such decision and on the expiration of such notice this Agreement shall terminate.

22. Power to stop traffic and to terminate agreement in certain events.

The Railway Administration shall have the absolute right to refuse at any time to allow their rolling Stock to go on or be used upon the Terminal or any part or extension thereof and shall also be entitled to determine this Agreement at any time after the happening of any of the following events:

22.1. In the event of the Applicant failing to deposit within the time fixed for the purpose any sum of sums required to be deposited under the

provision of these presents or according to any direction of the Railway Administration.

22.2. In the event of the Applicant failing to pay any other sums payable to the Railway Administration under this Agreement or any other charges payable to the Railway administration in respect of the terminal or the use thereof within one month after the due date of payment or in the event of a due date not being specified then within one month after service of a written-demand for payment.

22.3. In the events of the Applicant failing to comply with any requisition of the Railway Administration to remove or repair any defect which in the opinion of the Railway administration may endanger the working and safety of the terminal within such time as shall be fixed by the Railways Administration for the purpose.

22.4. In the events of the Applicant ceasing for a consecutive period of 3 (three) months to use the terminal or any part for extension thereof for the Applicant's own traffic in connection with the Applicant's Works.

22.5. In the event of the Applicant contravening the provision of Clause 15 hereof.

22.6. In the event of the Applicant failing to observe or perform any other obligation on his part herein contained.

22.7. In the event of the terminal becoming dangerous or defective by reason of any act of God or other act or circumstances for which the Railway Administration is not responsible.

22.8. In the event of any branch line, terminal or part or extension thereof, connecting the terminal or any part or extension thereof with the Railway system, becoming dangerous or defective for any reason whatsoever and whether such branch line, terminal part or extension shall belong to the Applicant or to any third person.

22.9. In the event of any branch line, terminal or any part or extension thereof connecting the terminal or any part or extension thereof with the Railway system, being closed by the Railway Administration under any powers which the Railway Administration may possess whether by status or by Agreement with third persons or closed by order of the Government of India or any State Government.

The Applicant shall have no claim whatsoever against the Railway Administration in respect of any refusal by the Railway Administration to allow their rolling stock to go

on or be used upon the terminal or any connected Terminal or branch line in any of the aforesaid events.

Provided always that on the happening of any of the events mentioned in sub-Clauses 22.1, 22.2, 22.4, 22.5, 22.6 the Railway Administration shall not exercise the power conferred upon it by this Clause unless 14 (fourteen) days previous notice has been given in writing requiring the Applicant to comply with the demand or requisition as the case may be, of the Railway Administration and the GCTO has failed to comply with the Same within the time specified in such notice.

No notice shall be required to be given in the cases specified in the other sub-clauses of this clause.

23. Termination of Agreement on Death. Insolvency etc.

This agreement may be determined by the Railway Administration without prior notice at any time after the happening of any of the following events:

23.1. In the event of the death of the Applicant, if he is an individual person.

23.2. In the event of a partition of the Joint family properties, if the Applicant is a Joint family governed by the Mitakshara School if Hindu Law.

23.3. In the event of dissolution of partners either by act of parties or by orders of Court, if the Applicant is a firm or other association or body of individuals.

23.4. In the event of dissolution of partners either by act of parties or by orders of Court, if the applicant is a firm or other association or body of individuals.

23.5. In the event of Applicant becoming insolvent or going into liquidation either voluntarily or under an order of a competent Court.

23.6. In the event of the Applicant's interest in the works becoming wholly or partially vested in some other person.

23.7. In the event of the Applicant contravening the provision of Clause 21 hereof.

24. Consequence of Termination Under Clauses 19, 20, 21, 22 & 23:

24.1. On termination of this agreement under provisions of Clauses 19, 20, 21, 22 & 23 thereof, the Railway Administration shall be entitled to disconnect from their Railway, the portion of the said terminal within the Railway land (coloured red on the said plan) at the cost of the GCTO and take up and remove the same and the appliance connected

there with and dispose of the materials thereof as they may think fit rendering to the Applicant surplus (if any) to arise from such disposal after first defraying and reimbursing there at all costs and expenses on and incidental to such taking up, removal and disposal and all sums owing to them by the applicant under the terms of this Agreement or for freight or carriage.

24.2. Provided always that the Railway Administration shall at all times have lien on the portion of the said terminal within the Railway land (coloured red in the said plan) and appliances connected therewith and materials thereof for all sums owing to them from the Applicant under the terms of this agreement or for freight or carriage. The Applicant shall have no claim whatsoever against the Railway Administration in respect of termination of this agreement whether under any of the provisions of those presents or in any manner not provided for by those presents.

25. Agreement to bind applicant until terminated by the railway administration:

25.1. Until terminated by the Railway Administration or unless and until the person or persons in whom the entire rights and interests of the Applicant have vested and with whom the Railway Administration has agreed to enter into a Cargo Terminal Agreement has executed and registered such Agreement in the same form as these presents or in such other form as the Railway Administration may require as provided in Clause above, this Agreement shall be binding upon the Applicant and the successors in title or interest of the Applicant in the Applicant's work.

25.1.1. Provided that the Applicant may by giving 6 (six) months' notices to the Railway Administration, discontinue the use of the terminal. In such event, the Applicant shall not be liable for the payment of maintenance and other charges under the Agreement for the period subsequent to the date of expiry of the said notice, but nevertheless all other obligations under the Agreement shall binding on him.

25.1.2. Provided further that the Railway Administration has the right without assigning any reason to terminate this Agreement on 6 (six) months' notice.

26. Applicant to handover/revert back Railway land along with entire Infrastructure developed on it Within a Month of Termination:

On termination of this Agreement under various reasons, Railway land, along with the entire infrastructure developed on it by GCTO, shall revert back to Railway on as-in-where is basis within a month of termination, without payment of any compensation.

27. Right to charge Interest on money due hereunder to the Railway Administration:

Notwithstanding anything contained in the foregoing Clauses of this Agreement, the Railway Administration shall have the right to charge and recover from the Applicant interest at such rates, as may be fixed by the Railway Administration from time to time on any or all sums payable by the Applicant under the terms thereof, if such sums are not paid within one month from the due date and if no such date is fixed, within one month from the date on which a written demand is made by the railway Administration.

28. Right of Deduction of Money Due to the Railway Administration.

The Railway Administration shall have the right to deduct from any amount which may become payable by the Railway Administration to the Applicant or to the legal representative of the Applicant any money due from the Applicant to the Railway Administration under these presents or for freight, haulage or other charges or otherwise in connection with the construction, maintenance or working of the terminal.

29. Service of Notices on Applicant.

The Applicant shall maintain a proper office to which all letters, notices, demands and other communications intended for the Applicant may be sent and every notice, demand or other communication which shall be delivered at or sent by Registered Post or e-mail to such office shall for all purposes whatsoever be deemed to have been validly and effectively delivery to the Applicant.

30. Exercise Of Powers:

Subject as otherwise provided in this agreement, all notices to be given on behalf of the President of India and all other actions to be taken on his behalf may be given or taken on his behalf by the Railway Administration, the agreement signing authority or his authorized representative.

31. Alteration / Variation of the Agreement:

Except as hereby provided any verbal or written arrangement or abandoning, varying or supplementing this Agreement or any of the terms here of shall be deemed conditional and shall not be binding on its railway administration unless and until the same is endorsed on this agreement or incorporated in a formal instrument and signed by the parties hereto and till then the Railway Administration shall have the right to repudiate such arrangement.

32. Applicant Not to Transfer Rights:

32.1. The Applicant shall not be entitled to assign or transfer or subject or permit to be used or enjoyed by any other person in any manner whatsoever any of the rights or benefit conferred upon the Applicant by these presents and any purported assignment transfer or subletting or permission shall be void and of no effect. Provided also that in the event of any other person being permitted by the Railway Administration to use the terminal on the Applicant's request or otherwise, the Applicant shall remain responsible to the Railway Administration for all the charges and obligations under this Agreement.

32.2. Provided, however, that if the Applicant shall desire to transfer the Applicant's Works to any person or if the applicant being a Company shall go into liquidation and such intended transferee or the liquidator of the Company shall desire the use and benefit of the terminal than subject to the under mentioned conditions being complied with the Railway Administration may at its discretion on the written request of the Applicant and of the intended transferee or liquidator made prior to the transfer or within one month after the commencement of the liquidation as the case may be and after production by the transferee of the registered Deed of Transfer of the Applicant's Works prior after proof by the liquidator of this intention to carry on the Company's business for the purpose of the liquidation proceedings, allow' the transferee or liquidator the use and benefit of the terminal. The conditions above mentioned are the following.

32.2.1. That the liquidator shall be approved by the Railway Administration, but such approval will not unreasonably withhold.

32.2.2. That the liquidator shall duly sign and register a Cargo Terminal Agreement in the same form as these presents so far

as then applicable or in such other form as the Railway Administration may then require.

32.2.3. That the applicant, Railway Administration and transferee shall duly execute an agreement of assignment as may be prescribed by the Railway Administration.

33. Cost of Execution of Agreement.

All expenses in drawing up the Agreement and the cost of stamping and registration shall be borne by the TO/Applicant. Money receipt obtained from the Registration Office should be handed over to the Railways for collection of registered agreement which shall remain in the custody of Railways. Any charges, if levied for collection of registered agreement, shall also be borne by the Applicant.

34. Agreement period:

The period of Agreement for new GCTs on Railway land shall be signed for thirty-five (35) years, which may be extended further as per the provisions applicable at the time of such extension.

35. Agreement In Force From:

The agreement shall be deemed to have come into force on and from_____.

36. Head Notes:

The head notes herein are for the convenience of reference only and shall not affect the construction of these presents.

In WITNESS WHEREOF, the parties to these presents have set and subscribed their respective hands and seals hereunto on the day and year first above written.

Dated the Day of -------- 202-

For and on behalf of

THE PRESIDENT OF INDIA (First Party)	..... (Second Party)
SIGNED, SEALED AND DELIVERED BY	SIGNED, SEALED AND DELIVERED BY

Name:	Name:
Designation -- Sr. DCM/Salem	Designation:
Address: DRM Office, Suramangalam (PO), Salem - 636 005.	Address:
(Authorized Signatory)	(Authorized Signatory)

In the present of Witness:

1.

2.

Cargo Terminal Agreement:

Reg. No.: _____For _____Terminal

At Kilometre: _____ Between Stations _____ and _____

Annexure - X

POWER OF ATTORNEY FORMAT FOR AUTHORISED SIGNATORY

(To be executed on non-judicial stamp paper of the appropriate value in accordance with Stamp Duty Act. The stamp paper should be in the name of the Contractor / Tenderer who is issuing the Power of Attorney in favour of Authorized Signatory).

POWER OF ATTORNEY

Know all men by these present, we ..... do hereby constitute, appoint and authorize Mr./Ms. ..... who is presently employed with us and holding the position of ..... as our attorney, to do in our name and on our behalf, all such acts, deeds and things necessary in connection with or incidental to our bid for the tender of

..... Including signing and submission of all documents and providing information / responses to Southern Railway representing us in all matters, dealing with Southern Railway in all matters in connection with our Tender for the said contract.

We hereby agree to ratify all acts, deeds and things lawfully done by our said attorney pursuant to this Power of Attorney and that all acts, deeds and things done by our aforesaid attorney shall and shall always be deemed to have been done by us.

Dated this ..... day of ....202... Place.....

(Signature.....)

Name & Designation in Block letters of
Person authorized to sign Power of Attorney
for
and on behalf of the Applicant Tenderer

Common Seal of Company

I accept.

(Signature of Authorized Signatory)

Name and Designation of AS

Witness:

Witness 1:	Witness 2:
Name :	Name :
Address :	Address :
Occupation:	Occupation:

Notes:

a) The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executants(s) and when it is so required the same should be under common seal affixed in accordance with the required procedure.

b) Please refer to Para of GCC Part-I for requirement of the Documents to be submitted in different cases of Tenderer being Sole Proprietor, Partnership, Private / Public Limited Company etc.

c) The obligations to Railway will not be affected by changes in the composition of the firm made subsequent to the opening of the tender / execution of the contract and / or grant of Revised Power of Attorney, if any, by the tenderer. However, changes in composition of the Firm and / or Revised POA should be promptly advised in writing to the Tender Issuing Authority / Contract Signing Authority as the case may be.

Annexure - XI

Reference Documents related to the Tender

Sl.No	Policy	Railway Board letter No., Dated	Link of the Document
1	Master Circular 2026 on 'Rail Based Logistics through development of Gati Shakti Multi-Modal Cargo Terminals and Cargo Related Facilities'	No.2021/TC(FM)/18/23, Dt.14.02.2026	https://indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/Master_Circulars/2026/Rail%20based%20logistics%20through%20GCTs%20and%20CRFs.pdf
2	Master Circular on 'Policy for Management of Railway Land'	No.2021/LML/25/5, Dt.04.10.2022	https://indianrailways.gov.in/railwayboard/uploads/directorate/land_amen/downloads/2022/Master-Circular-Land-Management.PDF
3	Weighment of wagons/rake, Exemption from weighment, Designed Tare Weight of wagons, Procedure to deal with overloaded wagons and levy of Detention charge etc.	No.TC-I/2019/109/3, Dt.25.07.2019	https://indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/Rates_Master_Circulars/2019/RMC_Weighment_250719.pdf
4	System of Charging Freight on Through Distance basis in case of sidings	No.TC-I/2014/214/3, Dt.24.09.2014	https://www.indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/Freight_Rate_2K14/RMC_TD-Basis_240914.pdf
5	Engine on Load Scheme-2023	No.2021/TC(FM)/18/09, Dt.13.12.2023	https://indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/FREIGHT_MARKETING_2023/MX-M464N_20231213_172813.pdf

6	Guidelines regarding provision and functioning of weighbridges	No.TC-I/2019/108/1, Dt.11.07.2019.	https://indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/Rates_Master_Circulars/2019/Guidelines%20regarding%20provision%20and%20functioning%20of%20weighbridges_110719.pdf
7	Pollution at Railway Sidings and Goods sheds	No.2015/EnHM/15/01, Dt.16.04.2018.	https://indianrailways.gov.in/railwayboard/uploads/directorate/Environment_Management/Circulars/Pollution_160418.pdf