

ANDHRA PRADESH STATE CIVIL SUPPLIES CORPORATION LTD

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V. ANIL KUMAR, I.A.S.,
V.C.& MANAGING DIRECTOR.

No. MKTG(5)/DCP/RICE/MOVT/2013-14

dt.19-11-2013

CIRCULAR No. 143 /MKTG/DCP

Sub: MKTG – DCP – Inter district movement of raw rice by rail – Certain instructions / guidelines – Reg.

No. 1. G.O.Ms. No. 42 DT.03-10-2012 of Govt. of Andhra Pradesh

2. G.O.Ms. No. 31 dt. 21-10-2013 of Govt. of Andhra Pradesh

In view of undertaking of procurement of raw rice under DCP operations in 7 districts during KMS 2012-13 and in 10 districts during KMS 2013-14 by the Corporation and acceptance of custom milled raw rice for the paddy purchased under MSP in all the districts vide G.O.Ms cited, movement of rice by rail and road on account of APSCSC Ltd., from surplus districts to deficit districts has become a prominent issue. Therefore, it is imperative to have proper and systematic plan for movement of food grains by rail to meet the requirement of deficit districts in consultation with all concerned i.e., dispatching / receiving districts and Railways.

In order to undertake successful movement of raw rice from surplus procurement districts to deficit districts, the following factors need to be kept in view.

1. Availability of raw rice in the surplus procurement districts in shape of free stock.
2. Storage space required in the surplus procurement district to accommodate the ensuing procurement.
3. Stock position in the recipient deficit districts w.r.t. the monthly requirement.
4. Average monthly off-take through Public distribution System and Other Welfare Schemes.
5. Availability of storage space in the recipient district.
6. Facilities available at the loading / unloading Railway stations especially for rake loading / unloading.
7. Stocks to be booked via direct route which is of short distance and cheapest.
8. As far as possible stocks to be booked from SWC to SWC and CWC to CWC Warehouses.

(I) EXECUTION OF MOVEMENT PLAN

The SWC / CWC authorities may be advised to strictly comply with the following instructions while loading / unloading of food grain wagons.

- a. The godown In-charges at the loading points shall arrange registration of indents with railways for supply of empty wagons for food grains movement three days before schedule date of loading of the rake by tendering forwarding note duly indicating consignor / consignee, destination, commodity No. of packages / quantity loaded.
- b. The wagon registration fee @ Rs.400/- per wagon is to be deposited with railways while registering indents for supply of empty wagons. (Rs.15,000 lumpsum deposit for rake). The wagons demand registration fee will be forfeited if the indents are cancelled within 10 days from the date of registration.
- c. Raw rice of a particular grade / quality free from infestation shall be dispatched to the destination strictly as per plan.
- d. No BCX rakes / open wagons when supplied by railways to be accepted for loading of food grains.
- e. The recipient district on receipt of plan should note carefully the planning of each destination and advise the same immediately to the Depot In-charges for making arrangements in advance for receipt of stocks without any detention to the Railway wagons.
- f. Proper and advance handling / transport arrangements to be made for loading / unloading of food grain rakes without causing any detention to the rakes and avoid demurrage charges.
- g. Immediately on supply of wagons, the consignor should thoroughly check the worthiness of wagons for loading food grains and ensure that the wagons are properly cleaned / disinfested before loading to avoid any damages to valuable food grains.
- h. The consignor should ensure that immediately on completion of loading, the wagons doors are properly closed, riveted and sealed by the railways after placing proper dunnage at the door points. The consignee on arrival of rake at destination should check the condition of seals before opening the wagons. In case of any defective seals, the matter should be reported to the Station authorities in writing and such wagons should be taken delivery in the presence of railway authorities.
 - i. The Wagon seal cards are properly filled in with all relevant information.
 - j. The consignor immediately on completion of loading should intimate the loading particulars to the consignee / consignor and consignee districts by FAX / e.mail/ SMS followed by Railway receipts within 24 hours. Similarly, the consignee on completion of unloading shall intimate the receipt particulars of consignment within 24 hours followed by unloading statement and lodge a

claim with consignor for the transit shortage of bags/quantity in seal intact wagons within 10 days of unloading under intimation to Head office. In case of shortages in wagons received with defective seals, claims needs to be lodged with Railways duly enclosing the relevant documents like shortages certificate / RDB remarks etc., from railways.

- k. All prescribed precautionary measures to be taken while loading / unloading of wagons to avoid any damages / shortages to the food grains. Adequate No. of gunnies to be provided for collection of spillages / loose grain at the time of loading / unloading of wagons.
- l. The consignments shall be booked on " Paid" basis and Immediately on completion of loading the freight charges are to be paid to Railway through Demand draft / Bankers check. Before arranging payment of freight, the distance, route and freight rates are properly checked.
- m. Proper liaison to be maintained with Railways on placement of wagons in order to make adequate arrangements in advance for loading / unloading of wagons with the specified free time.

(II) DEMURRAGE AND WHARFAGE CHAGES AND FREE TIME RULES

In order to ensure to get quicker release of wagons and expeditious removal of consignments from Railway premises, the Railways impose penalties of demurrage and wharfage charges. Accordingly, to get the wagons released / loaded quickly, the Railway have prescribed time limit called as "Free hours" for loading and unloading of rakes and in case the same is not done within free hours, the Railways charges imposes 'demurrage charges '. Similarly, if the consignments are not removed from their premises within the allowed free time, the railways imposes Wharfage charges.

(A) Permissible free time in Hours and Minutes.

Type of wagons	No. of wagos	Free time allowed in working Hours	
		Loading	Unloading
Covered wagons : BCN, BCNA, BCNHS,BCX,BCXH	1 - 20 Wagons	5.00	5.00
	21 - 30 Wagons	7.00	7.00
	31 wagons & above	9.00	9.00
BCN HL Wagons	31 – 45 wagons	9.00	9.00
	46 & above	11.00	11.00

(B) Demurrage charges:

If the wagons are not loaded / unloaded within the specified free time, the Railways will levy demurrage charges @ Rs.150/- per wagon per one hour or part of an hour for the detention in excess of permissible free time. At times,

the railways will levy demurrage charges at penal rates to avoid detention and encourage speedy loading.

The Railways generally consider waiver of demurrage charges on the merits of reasons beyond the control of consignor / consignee like labour strike, transportation strikes, General Bundhs, agitations, heavy rain fall or any other abnormal / unforeseen circumstances etc., Appeal to be made with concerned railway authorities within 10 days from the date up to which the demurrage charges accrued. The concerned loading / unloading end is responsible for the demurrage charges incurred / paid.

(C) Punitive charges:

Sometimes, the Railways reweigh the rakes in the enroute on in motion Wagon Weigh Bridge of railways and levy punitive charges if any excess weight detected on re-weighment. Therefore, care should be taken to load the wagons to the prescribed carrying capacity to avoid overweight and under weight.

(D) Transit shortages (Despatch weight - Receipt weight):

In view of undertaking movement of bulk quantities food grains by rail by the Corporation, the following measures to be taken to minimize / contain the transit shortages.

- i. As far as possible avoid usage of hooks by the hamals while handling of bags for loading in to trucks / wagons and unloading.
- ii. Sound bags only shall be loaded. Proper dunnage may be placed at loading / unloading points to avoid wastage of spillages.
- iii. The decks of trucks shall be properly covered with tarpaulins to avoid any loss of grain while transportation of stocks.
- iv. The trucks while transportation of stocks from depot to rail head and from railhead to depot shall be properly covered with tarpaulins and sealed at vulnerable points.
- v. Proper patrolling to be arranged while transportation of stocks from depot to railhead and vice-versa to avoid enroute pilferage.
- vi. The CSC officials shall conduct surprise inspection of loading / unloading operations including accuracy of the LWB and weighment of stocks. The SWC / CWC is responsible for the stocks from the point of loading till delivery at destination and transit shortages beyond the admissible limit.
- vii. Proper weighment of stocks and the time of dispatches / receipts should be ensured. In order to assess accurate transit losses, spillages and every last grain should be weighed while undertaking 10% weighment on 100% basis.

viii. The consignee shall prepare the transit loss write-off proposal in the prescribed format (copy enclosed) and forward to the concerned District Manager, CSC within 10 days of unloading with proper justification. The transit loss shall be calculated wagon-wise and rake as a unit.

ix. The District Managers of dispatching / receiving ends on receipt of destination complaint on transit loss shall get the cases beyond 0.35% investigated at their ends and fix accountability on the concerned dispatching / receiving end for recovery of value of loss beyond norms.

x. The consignee District Manager on receipt of transit loss proposal from the consignee end shall examine the case and forward the same to HO duly supported by Action Taken Report / Investigation reports / copy of claim lodged with consignor for taking further action.

Receipt of this circular shall be acknowledged.

Sd/-

VC & MANAGING DIRECTOR

To,.

All District Managers, APSCSCL,

Copy to:

1. The Commissioner of Civil Supplies & EOS., Civil Supplies Bhavan, Govt. of AP, Hyderabad ... for favour of information.
2. The General Manager (Fin) /General Manager (PDS) / General Manager (A&V), APSCSCL Ltd., Hyderabad.
3. The Joint Collector / EOED, CSC,
4. The VC & Managing Director, APSWC, Hyderabad
5. The Regional Manager, CWC Hyderabad.

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GENERAL MANAGER (MKTG)


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