

EAST COAST RAILWAY

Office of the
Chief Commercial Manager
Bhubaneswar
Date. 27.03.2013

Commercial Circular No. 42 (G)/2013.

(Amendment to Railway Board's FM Circular No. 1 of 2012)

Sub:- Policy Circular - Freight Marketing Circular No. 01 of 2012 on Siding Matters – Liberalisation of Siding Rules.

Ref:- Freight Marketing Circular No. 01 of 2012 issued vide Railway Board's letters No. 99/TC(FM)/26/1/Pt.-II dated 30.01.2012.

1. Please refer to Freight Marketing Circular No. 01 of 2012 issued vide Board's letter No. 99/TC(FM)/26/1/Pt.-II dated 30.01.2012 {ECoRly's Commercial Circular No. 14(G)/2012 (Letter No. CCM/293/Sdg/liberal/Pt.-I) dated 03.02.2012} regarding policy guidelines on siding matters – Liberalisation of Siding Rules.
2. Para 10 appearing at page 9 of aforesaid circular, may be read as under –
For getting benefit under Freight Incentive Scheme for incremental traffic, as stipulated in Rates Circular No. 62 of 2009 {Circulated vide ECoR Commercial Circular No. 177(G)/2009 (Lr.No. CCM/FIS/481/Pt.-II) dated 18.11.2009}, amended from time to time, following conditions are required to be fulfilled:-
 - I. The traffic offered from the new sidings may be treated as existing traffic instead of new traffic, if it is established by the concerned zonal railways that:
 - (i) New siding of existing plant that was earlier getting its inward and outward traffic dealt with at nearby Railway Goods Shed(s), has been commissioned under Liberalised Siding Rules.
 - (ii) Rail customer of the new siding is the same customer of an existing plant that was earlier getting its inward and outward traffic dealt with at nearby Railway Goods Shed(s).
 - (iii) The traffic at this new siding is the same traffic which was earlier dealt with at nearby Railway goods shed(s).
 - (iv) All the traffic of the customer of such new sidings, which was earlier being handled at railway-owned goods shed(s)/ public siding(s) should stand transfer to the new private siding or, in other words, the traffic of the said customer at railway-owned goods shed(s)/ public siding(s) should have got reduced to 'NIL'. Also if in case outward traffic is offered by such siding /plant owners at nearby goods shed(s)/ public siding(s) at a date subsequent to the commissioning of the siding under the relevant Liberalized Siding Rules, the said traffic would not be eligible for concessions under any of the freight incentive schemes prevalent at that time.
 - II. Average annual NTKMs during 2 (two) previous years of new siding of an existing plant that was being handled at nearby Railway Goods Shed(s) will be calculated and benchmark for becoming eligible for discount will be 10% more than the average.
 - (i) In case if the traffic is being handled at one Railway Goods Shed in such case for fixation of benchmarked, the annual average of traffic handled at Goods Shed during 2 (two) previous year may be calculated and benchmark will be 10% more than the average for becoming eligible for discount.

SL NO. 42(G)/13 TWO Pages ①

Page - 1 of 2.

(For example - A customer's average annual NTKM, based on last two years (traffic handled at Goods Shed), is 1000 NTKM. In that case, after completion of loading of 1000 + 100 (10% of the existing traffic) = 1100, he shall be eligible for discount on incremental loading i.e. for 1100 NTKM onwards. *)

- (ii) In case if the traffic is being handled at more than one Railway Goods Shed(s) say 'A' & 'B', in such case for fixation of benchmark, annual average of combined traffic handled at Goods shed(s) 'A' & 'B' during 2 (two) previous year may be calculated and benchmark will be 10% more than this average for becoming eligible for discount.

(For example - a customer's average annual NTKM based on last two years is 400 at Goods Shed 'A' and 600 at Goods Shed 'B'. The total NTKM will be 1000. In that case his benchmark will be 1000 + 100 (10% of the existing traffic) = 1100. He shall be eligible for discount on incremental traffic after completion of 1100 onwards. *)

* Rake, on whose loading benchmark NTKM has been crossed, will not be eligible for freight discount. Freight discount shall be applicable from the next rake onwards. Suppose, after completing 8th rake his cumulative NTKMs is 1010. In the 9th rake he earns 100 NTKMs. Therefore after completing 9th rake his cumulative NTKM becomes 1110 (> 10%). Then in such a case he will start getting rebate from the 10th rake onwards. Similar principle will be followed for other NTKM slabs also.

III. The customer will get the benefit under Freight Incentive Scheme after fulfilling all other terms and conditions. There will not be any change in the extant provisions of the scheme for all the customers apart for the customer of new sidings commissioned under Liberalised Siding Rules.

3. This issues with the approval of Board (MT) and concurrence of the Finance Directorate of the Ministry of Railways.
4. These instructions will come into force with immediate effect.

All concerned are requested to note and act accordingly.

Authority: - Rly Bd's letter No. 2012/TC(FM)/18/24 (FM Circular No. 04 of 2013) dated 20.03.2013.

(P.C.Sahu)

Dy. Chief Commercial Manager (FS)

No.CCM/293/Sdg/liberal/Pt-I.

date: 27.03.2013

Copy for information and necessary action to:

All Station Managers/ Goods Supervisors/Commercial Supervisors /Siding Clerks / Booking Clerk in Charges / Weigh Bridge Clerks / Clerk in Charges / City Booking Agencies / Out Agencies.

COM: ECoR, SDGM/ECoR/BBS, Chairman/RCT/BBS, Dy.CVO(T)/ECoR/BBS, PO/RCT/BBS.

Dy.COM(FOIS)/ECoR/BBS, CAO(FOIS)/NDLS, Audit officer/BBS.

Rates Section /CCM/ECoR/BBS -10 sets, DRM/ECoR: KUR,WAT,SBP, Sr.DOM/ECoR: KUR,WAT,SBP,

Sr.DCM/ECoR:KUR,WAT,SBP.Dy.CCO/E.Co.Rly. FA&CAO:E.Co.Rly, FA&CAO(T):E.Co.Rly Traffic Manager: Visakhapatnam Port Trust/Visakhapatnam, Paradeep Port Trust/Paradeep.

SL NO. 42(G)/13
Two Pages ②

(P.C.Sahu)

Dy. Chief Commercial Manager (FS)

compared

Page - 2 of 2.