EAST COAST RAILWAY

Office of the
Chief Commercial Manager
Bhubaneswar

Commercial Circular No.125(G)/2013

Date.05.11.2013

Sub: Freight Incentive Scheme - Traditional Empty Flow Direction Scheme

Ref: Rates Circular No.62 of 2009 {CCM/ECoR's Commercial Circular No.177(G)/09 dtd.18.11.2009} and Corrigenda thereto.

In terms of item No.4.2 of Para 2 of Corrigendum No.10 to Rates Clrucler No.62 of 2009 {CCM/ECoR's Commercial Circular No.116(G)/2010 dtd.11.08.2010 and 119(G)/2010 dtd.17.08.2010}, Incentive Scheme for Traditional Empty Flow Direction was notified.

The matter has been reviewed by Railway Board. In supersession of **item No.4.2 of Para 2.0 of Corrigendum No.10 to Rates Circular No.62 of 2009**, sanction of the Central Government is accorded to modity the existing Incentive Shceme for Traditional Empty Flow Directions. Details of the revised scheme as notified by Railway Board is enclosed herewith.

All concerned to note and act accordingly.

Authority: Railway Board's letter No. TCR/1078/2013/22 dtd.31.10.2013
(Corrigendum No 46 to Rates Circular No.62 of 2009) (Copy enclosed)

(P.C.Sahu)
Dy.Chief Commercial Manager (FS)

No.CCM/481/FIS/Pt-III Dt.05.11.2013

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

Copy for information and necessary action to the:-

COM: ECoR.,**CFTM**/ECoR,**SDGM**/ECoR/BBS,**Chairman**/RCT/BBS,**Dy.CVO(T)**/ECoR/BBS, **Dy.COM(FOIS)**/ECoR/BBS **PO/RCT**/BBS, **Audit officer**/BBS. Rates Section /CCM/ECoR/BBS –10 sets **DRM**: KUR ,WAT SBP /ECoR,**Sr.DOM**- WAT,SBP,KUR/ ECoR, **Sr.DCM**:KUR, WAT/SBP /ECoR. **Dy.CCO**/ECoR,**FA & CAO/BBS**:E.Co.Rly, **FA & CAO(T)/BBS**:E.Co.Rly **Traffic Manager**: Visakhapatnam Port Trust, **Paradeep Port**/ Paradeep.

(P.C.Sahu)
Dy.Chief Commercial Manager (FS)

Corrigendum No. 46 to Rates Circular No.62 of 2009

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

No.TCR/1078/2013/22 New Delhi, dated 31.10.2013

General Manager
All Zonal Railways.

Sub: Freight Incentive Scheme-Traditional Empty Flow Direction Scheme.
Ref: Rates Circular No.62 of 2009 and corrigenda thereto.

1.0 In terms of item No. 4.2 of Para 2 of Corrigendum No. 10 to Rates Circular No.62 of 2009, Incentive Scheme for Traditional Empty Flow Direction was notified.

2.0 The matter has been reviewed. In supersession of **item No. 4.2 of Para 2.0 of Corrigendum No. 10 to Rates circular No.62 of 2009,** sanction of the Central Government is accorded to modify the existing Incentive Scheme for Traditional Empty Flow Directions. *The details of the revised scheme are as under:*

4.2 Incentive Scheme for Traditional Empty Flow Directions:

Objective:

The main objective of this policy is to generate additional traffic from sidings and goods sheds.

A. INTER-ZONAL TRADITIONAL EMPTY FLOWS:

Traditional Empty Flow Directions:

Notified Inter-Zonal Traditional Empty Flow Directions are enclosed as ***Annexure-I.***

Incentive:

Slab of freight discounts on NTR for traffic loaded in the notified Traditional Empty Flow Directions are as under:

Distance slab for TEFD	All Terminals
Lead ≤ 500 kms	Nil
Lead more than 500 kms and upto 600 kms	10%
Lead more than 600 kms and upto 700 kms	20%
Lead more than 700 kms and upto 900 kms	30%
Lead more than 900 kms and upto 1200 kms	35%
Lead > 1200 kms	40%

Note: The net freight for distances falling in the higher slab should not be less than the net freight for the maximum distance in the lower slab.

...2/-

Floor Rates:

Minimum chargeable freight after all concessions should not be less than NTR of Class LR-1.

Benchmark:

(i) NTKM performance of the average of corresponding month of two previous years for the same commodity from the same terminal. At the time of application, customer will submit the details of NTKM of previous two years indicating the information of 12 months of first year and 9 months of second year. The details of remaining three months of the second year will be furnished within three months from the date of application.

Example: If customer applies for concession from 1st September 2010 to 31st August 2011, NTKM performance of the average of corresponding month of the years starting from 1st September 2008 to 31st August 2009 and 1st September 2009 to 31st August 2010 will be taken. Customer will furnish the information for the period from 1st September 2008 to 31st May 2010 at the time of application and information for the period from 1st June 2010 to 31st August 2010 will be furnished within three months from the date of application. For calculating the benchmark, only traffic for > 100 km distance will be considered. However, concession will be available only for traffic having lead of >500 km after the monthly benchmark has been crossed.

(ii) Rake on the loading of which benchmark NTKM has been crossed, will not be eligible for concession. Customer will start getting concession from the next rake onwards.

Permitted Terminals:

All

Restricted commodities:

Following commodities are restricted, in addition to those listed in Para 1.4:

		Private sidings	**Goods Sheds**
(a)	Open	All ores and minerals	All ores and minerals, salt
(b)	Covered	None	None
(c)	Flats	None	None

Commodities listed in Para 1.4 are as under:

(i) Coal and all its variants including washed coal and imported coal.
(ii) Coke and all its varieties including Metallurgical, petroleum and imported coke.
(iii) Iron ore.
(iv) POL
(v) Traffic *moving in privately owned wagons (including* OYWS and WIS/LWIS wagons) such as cement in bulk in loose, Food grain in bulk in loose, caustic soda, LPG, Ammonia, Phosphoric acid etc. availing freight concession under any other scheme.
(vi) Traffic loaded in ports
(vii) Container traffic
(viii) Military traffic

(ix) RMC
(x) Short lead traffic ≤ 100 km
(xi) Marine gypsum

Lead Restriction:

Upto 500 kms (≤ 500 km)

Permitted wagons:

Covered (excluding tank wagons), Open (excluding hopper wagons) and Flat wagons.

Concurrent Freight Concessions:

Freight concession under following schemes will be permitted concurrently with concessions under this scheme:

(i) 6% concession to and from North East.
(ii) TIELS & Liberalized siding rules.
(iii) Incentive Scheme for loading bagged commodities in open and flat wagons.
(iv) Incentive Schemes *for incremental traffic.*

Concurrent concession will be given one after another on the discounted freight.

Conditions:

(i) New traffic, which has not been loaded during each of the 2 previous years, will not be eligible for this concession.
(ii) The scheme will be applied to each terminal separately and independently for customers operating from multiple terminals.
(iii) Concessions will be given at the stage of issue of RR itself on incremental NTKMs over the monthly benchmark.
(iv) Application for availing discount will have to be finalized in 15 days at the Divisional level and in 30 days at Zonal level.
(v) Concessions granted under this Scheme will always be for one year with prospective effect only and after issue of notification. It shall start from the 1st of the month only. For example, if approval has been granted by the competent authority on 15th of August 2010, concession will be granted for one year with effect from 1st September 2010 to 31st August 2011.
(vi) Traffic booked under this Scheme will not be rebooked or diverted normally. In case such traffic is to be re-booked or diverted then normal freight will be charged for the entire distance without any concession.
(vii) Performance for the any one month (say November) will be compared to the average monthly performance of the same month (November) of two previous years independent of the performance during other months of corresponding year.
(viii) Customers already availing freight concession under the existing Incentive Scheme for Traditional Empty Flow Direction will continue as per the agreement entered into between the customer and Railways under the existing Scheme.

....4/-

B. INTRA-ZONAL TRADITIONAL EMPTY FLOWS:

With the objective of generating additional traffic, the identification of Intra-Zonal empty flow directions may be done by the Zonal Railways. The notification of such traffic streams, along with the modalities and extent of incentive should be done on the basis of evaluation done by the team of officers comprising CCM, COM and FA&CAO, with the approval of General Manager.

3.0 These instructions will come into force **w.e.f. 07.11.2013 and will remain valid till further advice.**

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

(Aashima Mehrotra)
Director, Traffic Commercial (Rates)
(Railway Board)

No. TCR/1078/2013/22 New Delhi, dated 31.10.2013

1. FA & CAOs, All Zonal Railways
2. Dy. C & AG (Railways), Room No. 222, Rail Bhawan, New Delhi.

***for* Financial Commissioner (Railways)**

No. TCR/1078/2013/13 New Delhi, dated 31.10.2013

Copy for information and necessary action to:

1. The Chief Commercial Managers, All Indian Railways
2. The Chief Operations Manager, All Indian Railways
3. Managing Director, CRIS, Chanakya Puri, New Delhi-23
4. The Chief Administrative Officer, FOIS, Northern Railway, Camp: CRIS, Chanakya Puri, New Delhi-23
5. Managing Director, Konkan Railway Corporation, Belapur Bhavan, Sector-11, CBD Belapur, New Mumbai-400614
6. Director General, Railway Staff College, Vadodara
7. Director, Institute of Rail Transport Management(IRTEM), Campus: Hardoi Bye Pass Road, Village & Post office: Kanausi, Manaknagar, Lucknow.
8. GS/IRCA, New Delhi.
9. Secretary, Railway Rates Tribunal, 5, P.V. Cherian Road, Crecent Road, Egmore, Chennai-600105.

(Aashima Mehrotra)
Director, Traffic Commercial(Rates)
Railway Board

Copy to: -
CRB, FC, MT, ME, MS, ML, MM
AM(C), AM(T), AM (C&IS),Adv(Vig.), Adv(FM), Adv(F), Adv(R),Adv(Infra)
EDTT(F), EDTT(M), EDTT(S),EDF(C), EDPG, ED(C&IS),
DF(C),DFM, DTT(G)
TC(CR),TC-I, TC(FM),TT-I,TT-II, TT-III, TT-IV, TT-V, F(C), Stat-II, Stat(CA), Stat-V, Stat(Econ), Economic Cell and Budget Branches of Railway Board.

Corrigendum No.46 to Rates Circular No.62 of 2009

Annexure-I

TRADITIONAL EMPTY FLOW DIRECTIONS FOR JUMBO RAKES (BCN/BCX RAKES)		
S.NO.	**ORIGINATING RAILWAY**	**DESTINATION RAILWAYS QUALIFYING FOR EMPTY FLOW MOVMEMENT**
1	CR	WR
2	ER	ECR (DHN & MGS DIVNS.), NCR, WCR, SER, SECR, WR, NWR, ECOR
3	ECR	NCR, WCR, NR, NWR, WR, SER, SECR, NER
4	ECOR	NIL
5	NR	NWR, WR, WCR
6	NCR	WCR, NWR, WR, NR
7	NER	NR, NCR,WCR, NWR, WR
8	NFR	ALL ZONAL RAILWAYS
9	NWR	WR
10	SR (PGT & TVC DIVNS.)	KRCL, CR, NWR, WR, WCR
	SR (ALL OTHER DIVNS)	SCR, CR, NWR, WR, NR
11	SCR	NIL
12	SER	SECR, NWR, WR, ECOR
13	SECR	NWR, WR
14	SWR	SCR, NWR, WR, WCR
15	WCR	WR
16	WR	NIL
17	KRCL	WR, CR, NWR, NR

TRADITIONAL EMPTY FLOW DIRECTIONS FOR BOXN GROUP STOCKS		
S.NO.	ORIGINATING RAILWAY	DESTINATION RAILWAYS QUALIFYING FOR EMPTY FLOW MOVMEMENT
1	CR	SECR, ECOR, ER, SER
2	ER	ECR, SECR, SER, ECOR
3	ECR	NIL
4	ECOR	NIL
5	NR	NCR, WCR, SECR, ECR, CR, ECOR, ER, SER
6	NCR	ECR, ER, SER, ECOR, WCR, CR, SECR
7	NER	NR (LUCKNOW & MORADABAD DIVNS.), WCR, SECR, ECR, ER, SER, ECOR, NCR
8	NFR	ECR, ER, SER, SECR, ECOR
9	NWR	NCR, WCR, CR, SECR, ECR, ER, ECOR, NR, SER
10	SR	SWR, SCR, ECOR
11	SCR	SWR, ECOR, SECR
12	SER	NIL
13	SECR	NIL
14	SWR	SCR, ECoR & Chennai Division of SR
15	WCR	SECR, CR (NAGPUR DIVISION)
16	WR	CR, WCR, SECR, NCR, ER, ECR (DHN DIVN.), SER
17	KRCL	SWR, NR

Corrigendum No.46 to Rates Circular No.62 of 2009

TRADITIONAL EMPTY FLOW DIRECTIONS FOR BRN, CONCORD, BRH GROUP		
S.NO.	ORIGINATING RAILWAY	DESTINATION RAILWAYS QUALIFYING FOR EMPTY FLOW MOVMEMENT
1	CR	SWR, SER, SECR, ER, ECOR
2	ER	NIL
3	ECR	SER, SECR, ER, ECOR
4	ECOR	NIL
5	NR	SER, SECR, ER, ECOR, WCR, CR
6	NCR	SER, SECR, ER, ECOR, WCR, CR
7	NER	SER, SECR, ER, ECOR, WCR, CR
8	NFR	SER, SECR, ER, ECOR
9	NWR	SER, SECR, ER, ECOR
10	SR	SER, SECR, ECOR, SWR
11	SCR	SER, SECR, ER, ECOR, SWR
12	SER	NIL
13	SECR	NIL
14	SWR	NIL
15	WCR	SER, SECR, ER, ECOR
16	WR	SER, SECR, ER, ECOR, SWR
17	KRCL	SWR