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EAST COAST RAILWAY

Office of the
Chief Commercial Manager
Bhubaneswar

Commercial Circular No.71(G)/2014 Date.13.06.2014

Sub: Policy Guidelines-Freight Incentive Schemes and Trasnportation Products.

Please find enclosed herewith Railway Board's Rates Master Circular/FIS/2014/0 issued under letter No.TCR/1078/2014/02 dtd.13.06.2014 on the above subject.

All concerned to note and act accordingly.

Encl: As above of 47 Page.

13.06.14.
(R.N.Nayak)
Sr. Commercial Manager (Claims)
For Chief Commercial Manager

No.CCM/481/FIS/Pt-III Dt.13.06.2014

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.,**SDGM**/ECoR/BBS,**Chairman**/RCT/BBS,**Dy.CVO**/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)**/ECoR, **Traffic Manager**: Visakhapatnam PortTrust, **Paradeep Port**/ Paradeep.

(R.N.Nayak)
Sr. Commercial Manager (Claims)
For Chief Commercial Manager

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GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
RAILWAY BOARD

No. TCR/1078/2014/02 New Delhi, dated: 13.06.2014

General Managers,
All Zonal Railways.

Sub. : Policy Guidelines- Freight Incentive Schemes and Transportation Products

Ref. : Board's Rates Circular / corrigenda listed below:

1. Rates Circular No.62 of 2009
2. Corrigendum No.1 to 51 of Rates Circular No.62 of 2009
3. Corrigendum No.8 to Rates Circular No. 28 of 2011
4. Rates Circular No.18 of 2012

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The guidelines regarding Freight Incentive Schemes and Transportation Products are prescribed in the Rates Circulars / Corrigenda referred to above. It has been decided to issue Rates Master Circular duly consolidating all extant guidelines on the subject.

Accordingly, consolidated guidelines regarding Freight Incentive Schemes and Transportation Products are enclosed herewith. It incorporates all the Rates Circulars / Corrigenda of Board on the subject referred to above. While all care have been taken in preparation of this circular, if any discrepancy is noticed, Zonal Railways are requested to bring it to the notice of the Board immediately for taking corrective action.

Zonal Railways will ensure that wide publicity is given to these schemes. Steps should be taken to ensure that the Railway official fully understand these schemes and implement them correctly.

This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

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

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No. TCR/1078/2014/02 New Delhi, dated: 13.06.2014

Copy for information: -

1. FA & CAOs, All Indian Railways
2. Deputy Comptroller and Auditor General of India (Railways), New Delhi

For Financial Commissioner (Railways)

No. TCR/1078/2014/02 New Delhi, dated: 13.06.2014

1. Chief Commercial Managers, All Indian Railways
2. Chief Operating Managers, 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, National Academy of Indian Railways, Vadodara
7. Director, Institute of Rail Transport Management (IRITM), Manaknagar, Lucknow
8. GS/IRCA, New Delhi: for necessary action.

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

Copy to: -

PPS to CRB, FC, MT, ME, MS, ML & MM
PPS to AM (C), AM(T), AM (C&IS), AM (T&C), Adv (F), Adv (Vig.) & Adv (Infra)
EDTC(R), EDTT (M), EDTT (S), EDTT (F), EDFM, EDPM, EDPG, EDFC, ED(C&IS), EDV (T), EDP, EDPP, EDPPP, ED (T&C), ED (S&E), ED (LRDSS), DF(C), DTC (G), DPM, Dir (T&C), DFM, DTTG, DTT (POL), DDTC(R)
TC (CR), TC-I, TC-II, TC-III, TC-IV, TC (FM), TT-I, TT-II, TT-III, TT-IV, TT-V, FC, Stat-II, Stat (CA), Stat-V, Stat (Econ.), Economic Cell and Budget branches of Railway Board.

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1.0 Introduction

1.1 In terms of Rates Circular No.62 of 2009 and Corrigendum thereto, guidelines for Freight Incentive Schemes and Transportation Products were issued. All the relevant instructions on the subject have been compiled as Rates Master Circular. These instructions are consolidation of all instructions issued on the subject.

1.2 Rail user already availing freight concession in terms of any Freight Incentive Schemes under a notification issued by the Zonal Railways, may continue with the existing arrangement till completion of the contract period as per the agreement/notification.

1.3 These Schemes and products will be applicable for freight traffic booked under provisions of Goods Tariff.

1.4 Following traffic are excluded from the purview of all Freight Incentive Schemes:

(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 *(refer to Corrigendum No.29 to Rates Circular No.62 of 2009 dated 17.01.2012)*
(vii) Container traffic,
(viii) Military traffic,
(ix) RMC,
(x) Short lead traffic of ≤ 100 Km.
(xi) Marine gypsum *(refer to Corrigendum No.1 to Rates Circular No. 62 of 2009 dated 01.02.2010)*

1.5 Main objective of the Freight Incentive Scheme is to generate additional traffic volumes and additional revenues. Grant of freight concessions should, therefore, serve this very objective. A close watch needs to be kept to ensure that this objective is being served.

1.6 Concessions will normally be given as a discount at the time of issue of RRs unless otherwise specifically stated in a particular scheme. However, if on request of the customer or for any other reason discount could not be given at the stage of issue of RRs, then the concession should be given subsequently as a refund.

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2.0 Definitions:

Key Terms used in these policy guidelines have been defined in the following Section for precise interpretation and elimination of ambiguities. Field functionaries should interpret them exactly as defined.

1. **Benchmark NTKMs**: It refers to average NTKMs in the corresponding period (month or year) of the previous two years from the same terminal. However, NTKMs for leads of < 100 Kms. will not be included in the benchmark.
2. **Block Rake**: It is a train carrying wagons for a single destination. The number of wagons constituting a Block Rake for different types of wagons is notified by Railway Board.
3. **Concurrent Freight concession**: (i) Freight concession under TIELS & Liberalized Siding Rules will be permitted concurrently with concession under these Schemes. (ii) Apart from TIELS & Liberalized Siding Rules, benefits of freight concession under a particular Scheme cannot be taken concurrently with benefits under any other Freight Incentive Scheme or Freight Concession under any other policy unless explicitly permitted under the relevant scheme or policy. (iii) Concurrent concessions will be given one after the other on the reduced NTR. Levy of charges on NTR such as Development charge, etc. will be levied on the original NTR without any concession.
4. **Covered Wagons**: This term refers to BCX, BCXN, BCN, BCNA, BCNAHS, BCNHL and equivalent wagons. It does not include tank wagons.
5. **Divisional Empowered Committee (DEC)**: It comprises of a Senior Commercial Inspector and a Traveling Inspector of Accounts nominated by the Divisional Railway Manager (in consultation with Dy. CAO/Traffic) for each division of the Zone. It is the final authority at the Divisional level to vet all data furnished by customers. In case the number of customers is more and it is so required, more than one committee can be formed by the DRM.
6. **Flat Wagons**: This term refers to BRN, BRNA, BFR, BRH, BRS, BFK, BFKI, BFNS and equivalent wagons.
7. **Floor Rate**: This refers to the minimum chargeable freight payable after granting all concurrent concessions, under any Freight Incentive Scheme.
8. **Freight Concession**: This is a generic term indicating a rate lower than the normal tariff rate without being specific about it being a Freight Discount or Freight Rebate. All freight concessions will be granted by the loading division irrespective of whether the traffic is 'paid' or 'to pay'.
9. **Freight Discount**: This refers to an upfront discount on the normal tariff rate at the time of booking of traffic at the terminal.
10. **Freight Earning**: It refers to the net revenue realized by railway from a customer for transportation of cargo by way of freight charges including surcharges or other charges, if any.
11. **Freight Incentive Schemes:** Following Schemes are included in this category:

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(i) Incentive Scheme for Loading Bagged Consignments in Open & flat wagons
(ii) Incentive Scheme for Traditional Empty Flow Direction.
(iii)Incentive Scheme for Freight Forwarders.
(iv)Incentive Scheme for Incremental Traffic.

12. **Freight Rebate**: This refers to a freight concession granted by way of a refund based on fulfillment of certain agreed performance parameters over a period of time. Traffic is booked at the terminals at normal tariff rate and refund by way of rebate is paid in lump sum.
13. **Full Rake Terminal**: This refers to Terminals notified by Zonal Railways as full rake handling point.
14. **Half Rake Terminal**: This refers to Terminals notified by Zonal Railways as half rake handling point.
15. **Incentive**: It is the benefit in freight charges or any other additional facility being granted to rail user under a particular scheme.
16. **Incremental NTKMs**: It is the NTKMs earned over and above the average NTKMs in the corresponding period (month or year) of the 2 previous corresponding months/years.
17. **Lead Restriction**: This specifies restrictions by way of minimum lead for traffic to be eligible under an Incentive Scheme.
18. **Mini Rake**: This is a short rake composed of lesser number of wagons than specified for a Block Rake.
19. **Multi Point Rake**: This is a train carrying wagons destined to more than two destinations.
20. **New Traffic**: It refers to the traffic loaded by a customer in the current year from a terminal provided that this customer had not loaded same commodity from the same terminal in each of the 2 previous years.
21. **NTKMs**: This refers to Net Tonne Kilometers. For each rake loaded, figure of NTKMs will be arrived at by multiplying the net tonnage charged (as per the RR) with the chargeable distance in Kms. The figure for any period will be sum total of NTKMs of all rakes loaded during that period.
22. **Normal Tariff Rate (NTR)**: It refers to the total charges for transport for a commodity inclusive of the base freight rate as published in Goods Tariff plus Demand Management Charges like Busy Season charge, Congestion charge, and Supplementary charge as applicable on various transportation products. Other charges like Development Charge, Punitive Charges for Overloading, Penal Charges for Mis-declaration will be levied on NTR. Similarly, freight concession (discount/rebate) will also be granted on NTR.
23. **Open Wagons**: It includes BOXN, BOXNHS, BOXNHA, BOXNCR, BOXNEL, BOXNHL, BOST, BOX and equivalent wagons. This does not include hopper wagons.
24. **Permitted Terminal**: This identifies the type of Terminal, traffic at which is eligible for a particular Incentive Scheme.
25. **Permitted Wagon**: This specifies the types of wagons, traffic in which is eligible under an Incentive Scheme.
26. **Restricted Commodities**: This refers to specific commodities excluded from being eligible for a particular Incentive Scheme.

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27. **Terminal**: It refers to a private siding, assisted siding, railway siding, goods shed where cargo is loaded or unloaded but does not include an Inland Container Depot or port.
28. **Traditional Inter Zonal Empty Flow Directions**: These are Inter Zonal traffic movement streams comprising predominantly of empty wagons. Railway Board notifies these streams/directions for specific wagon types.
29. **Traditional Intra Zonal Empty Flow Directions**: These are Intra Zonal traffic movement streams comprising predominantly of empty wagons.
30. **Transport Products**: These are various transportation options differentiated primarily by the volume of traffic and include following services.
    (a) Block rake.
    (b) Mini Rake.
    (c) Two point Rake.
    (d) Multi Point Rake.
    (e) Two and Multi point rake (other than covered wagons)
    (f) Rake from Two Originating Terminals.
    (g) Rake from Two Originating Terminals (other than covered wagons).
    (h) The provisions of these products mentioned in these instructions will be automatically applicable depending on the type of service a customer chooses.
31. **Two Point Rake**: This is a freight train carrying wagons destined for two terminals.
32. **Year** : Period from 1st January to 31st December of the same year.

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3.0 Processing Procedure for Freight Incentive Scheme

A customer will be able to participate in any of the Freight Incentive Schemes only if he specifically applies for the same except for those Schemes which explicitly mention that such an application is not required. The detailed procedure for processing a proposal received from a customer regarding any of the freight incentive schemes is given below. However, if a specific Scheme prescribes an alternate procedure, the same will apply to that specific Scheme.

1. Customers will apply to the Divisional Railway Manager of the concerned Division for grant of benefits under the specific Freight Incentive Scheme they wish to participate in.
2. These applications will include details as applicable in respect of their monthly NTKMs for 2 previous years say, from 1st December 2007 to 31th August 2009. Figures for the 3 month period from 1st September 2009 to 30th November 2009 should be furnished subsequently on completion of the period. The application should also indicate the type of wagons used in case of Incentive scheme for Traditional Empty Flow Direction. The application should be supported by documents duly authenticated by the Station Manager/Chief Goods Supervisor of the concerned terminals.
3. The proposals will be passed on to the nominated DEC to verify the accuracy of the data furnished by the customer. DEC role will be limited to merely verifying the data furnished by the customer by visiting the concerned siding or goods shed as the case may be.
4. The DEC must submit its report within fifteen days of receipt of the proposal from the division. In case of variation in figures between the applicant and DEC, those of later will prevail.
5. Proposals submitted by customers, duly vetted by the DEC, will be put up by (Senior) Divisional Commercial Manager to Divisional Railway Manager through (Senior) Divisional Operations Manager for issue of an Authorization to the Goods Supervisor of the concerned terminal for maintaining necessary records and granting admissible freight Concessions. In case the customer's application for participation in an Incentive Scheme is not approved, then a Regret Letter will be issued.
6. Before issuing the notification authorizing grant of discounted freights to an applicant, Divisional Railway Manager must ensure that restrictions in respect of concurrent operation of the Freight Incentive Schemes as well as the conditions as specified in the relevant Scheme are complied with.
7. Freight concessions under these Incentive Schemes should generally be granted by means of discounted freight rate at the time of issue of Railway Receipt itself. Grant of freight rebate involving refunds after completion of the contract period should be adopted only if particular conditions of a case require it or if a Scheme explicitly prescribes it. However, if a customer so desires he can specifically request for the concession to be given as a refund although the scheme permits discount to be given at the time of issue of RR.
8. The Authorization or Regret Letter mentioned under Item (5) above must be

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issued to the Customer and Goods Supervisor of the concerned terminals with a copy to DEC and Dy. CAO/TA. If the destination terminal falls on a different division, a copy of the authorization letter should be sent to the concerned CCM and DRM.

9. For each customer who has been granted benefit under these schemes, commercial staff at the concerned terminal will maintain detailed account of NTKMs earned both for the current period and the average NTKMs of corresponding periods of 2 previous years.
10. Commercial staff at the concerned terminal will issue a message to the concerned (Senior) Divisional Commercial Manager and Dy. CAO/TA as soon as a customer becomes eligible for freight concession advising start of grant of discounted freight. On receipt of such a message the DEC will be instructed to visit the concerned terminal for post check of fulfillment of conditions for grant of discounted freight. Grant of discounted freight rate will start as soon as the qualifying conditions are fulfilled without waiting for post check inspection by DEC.
11. Freight Incentive Schemes have been framed for universal applicability over all zonal railways and cannot take care of specific/peculiar requirement of a particular stream of traffic moving over individual divisions/zones. In case division/zone finds that there is adequate justification for freight concessions for such type of traffic which are not covered under any of the Freight Incentive Schemes, then detailed proposals for freight concessions (i) beyond the powers delegated to DRMs, (ii) new streams of traffic, (iii) traffic excluded from the purview of freight incentive schemes etc., should be forwarded to Railway Board for consideration with approval of COM, CCM, concurrence of FA&CAO and personal approval of GM. Proposals not complying with this procedure will not be processed at the Board

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4.0 Freight Incentive Schemes

4.1 Incentive Scheme for Loading Bagged Consignments in Open & Flat wagons

Objective:

Normally, bagged consignments take a longer time to load in Open and Flat wagons and also need to be covered with tarpaulins. In addition to above, in some cases their loadability is also less. This Scheme aims to facilitate such loading.

Incentive:

Following freight discounts will be granted on NTR for loading bagged consignments in Open and Flat wagons

Commodities	% discount
Cement, China Clay, All types of Fertilizers (except Rock Phosphate), Foodgrain, DOC, Soap stone powder, quicklime, Lead/Zinc concentrate, Bentonite Powder, Soda Ash, Chalk powder, Calcite powder, Calcinated bauxite, Marble chips, Caoustic soda and Hyderated lime. *(refer to corrigendum no. 1 to Rates Circular No.62 of 2009 dated 22.01.2010)*	20%
Fly ash, Urea.	30%

The above concession is also applicable to the traffic of bagged consignment in Open & Flat wagons loaded from ports. *(refer to Corrigendum No.29 to Rates Circular No.62 of 2009 dated 17.01.2012)*

In cases, when more than one bagged consignments are clubbed/loaded in open and flat wagons, the applicable freight discount to that consignment may also be granted on pro-rata basis subject to fulfillment of all other terms & conditions.

Illustrations: If Cement is clubbed and booked alongwith Fly Ash (both as bagged consignments) in open and/or flat wagons, the discount would be @ 20% for Cement and 30% for Fly Ash.

(refer to corrigendum no. 30 of Rates Circular No.30 to Rates Circular No.62 of 2009 dated 17.05.2012)

Floor Rates:

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

Permitted Terminals:

All

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Restricted Commodities:

Other than those mentioned above.

Lead Restriction:

Not less than or equal to 100 kms.

Permitted Wagons:

Open 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 Traditional Empty Flow Direction.
(iv)Incentive scheme for Incremental Traffic.

Concurrent concessions will be given one after the other on the discounted NTR.

Processing Procedure:

A customer need not apply for grant of incentive under this Scheme. Railways will give applicable freight discount on compliance of provisions of this scheme.

Conditions:

1. Commodities should only be loaded in standard size bags of upto a maximum of 100 Kg.
2. Tarpaulins, if any, for covering the wagons should be provided by the consignors at their own cost.
3. Consignors will be required to furnish an undertaking on the forwarding note giving their consent to loading in wagons and to the effect that they would bear full risk for damage/pilferage of the consignments.
4. Supply of wagons for loading under the Scheme will be subject to operational feasibility.

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4.2 Incentive Scheme for Traditional Empty Flow Directions

(refer to Corrigendum no.46 to Rates Circular No.62 of 2009 dated 31.10.2013)

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.

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

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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

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.

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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.

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.

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4.3 Incentive Scheme for Freight Forwarders

Objective:

The Scheme aims to facilitate cargo aggregation and thereby expand the commodity basket on Railways.

Incentive:

Cargo loaded in any wagon under this Scheme will be charged at the rates indicated below.

		No. of wagons	Restriction	Freight Rate
(a)	Individual wagons loaded with a single commodity.	Any number of wagons.	None.	Trainload rate for each wagon for the commodity loaded.
(b)	Individual wagons loaded with 2 commodities	Any number of wagons.	None.	Trainload rate for each wagon for the higher Class of 2 commodities loaded.
(c)	Individual wagons loaded with more than 2 commodities	Not more than 10 wagons.	Restricted commodities not permitted.	Composite Class rate of 120.

Floor Rates:

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

Permitted Terminals:

Goods Sheds.

Restricted Commodities:

Following commodities are also restricted in addition to those listed at Para 1.4 above. Wagons loaded with more than 2 commodities cannot contain any of the following:

(i) All types of ores and minerals.
(ii) Cement.
(iii)Food grain.

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(iv)Fertilizers.
(v) Iron & Steel.

Lead Restriction:

Minimum 700 Kms.

Permitted Wagons:

Covered, BOXN and Flat wagons.

Concurrent Freight Concessions:

Freight concession under following Schemes will be permitted concurrently with incentives under this scheme.

(i) 6% concession to and from North East.
(ii) Incentive scheme for Traditional Empty Flow Direction.
(iii)Incentive scheme for incremental traffic.

Concurrent concessions will be given one after the other on the discounted NTR.

Processing Procedure:

A customer need not apply for grant of incentive under this Scheme. Railways will give applicable incentive on compliance of provisions of this scheme.

Conditions :

1. Applicable only for freight forwarders who load in the same rake any of the following as mentioned in paragraph 'Incentives':
   (i) (c) alongwith (a)
   (ii) (c) alongwith (b)
   (iii) (c) alongwith (a) & (b)
2. Loading at the forwarding terminal and unloading at the destination terminal will be the responsibility of the Cargo Aggregators.
3. A wagon may be loaded with a single or multiple commodities.
4. Any number of wagons can be loaded with a single or two commodities.
5. Not more than 10 wagons can be loaded with more than two commodities.
6. Freight would be charged for each wagon in the rake for the notified Permissible Carrying Capacity of the wagon at the Class rate indicated in the above table.
7. These services will be run only on prepaid basis at Owners' Risk. 'Said to Contain' Railway Receipts will be issued for 'Self'.

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8. All extant Commercial rules and regulations including those for free times and demurrage will apply.
9. In cases of incorrect declaration of description of commodity or any other mis-declaration for availing benefit under this scheme, only those multi commodities wagons of the rake will be charged at Class-200, which are found mis-declared. In case of wagons loaded with either single or two commodities, the normal rule of mis-declaration shall apply. *(refer Corrigendum No.1 to Rates Circular No.62 of 2009 dated 22.01.2010)*
10. The customers will have to pay all other applicable charges like busy season charge, development charges etc. over and above the freight rates indicated above.
11. Supply of wagons for loading under the Scheme will be subject to operational feasibility.
12. Indent will be placed by the freight forwarder indicating the station from, station to, approximate indication of wagon wise break up of commodities along with names of consignors/consignees. However, at the time of loading, a modified forwarding note will be submitted by the freight forwarder indicating the final status of station from, station to, wagon wise break up of commodities along with names of consignors/consignees. This will be subject to the condition that in the modified forwarding note to be submitted at the time of loading, not more than 20% of the wagons for each commodity can be changed. *(refer Corrigendum No.6 to Rates Circular No.62 of 2009 dated 31.05.2010)*
13. In notified empty flow direction, indent can be placed for less than standard rake size. Indent should be placed for a minimum 20 wagons in case of covered and flat wagons and a minimum of 30 wagons in case of BOXN wagons.
14. For indent of less than rake size, supply of wagons will be made only for full rake. After loading, the entire rake will move carrying both the loaded and empty wagons. Block rake will not be split up for loading this category of traffic.

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4.4 Incentive Scheme for Incremental Traffic

(refer Corrigendum No.10 to Rates Circular No.62 of 2009 dated 09.08.2010)

Objective:

This Scheme aims to generate additional business volumes.

Incentive:

Discounts in the freight rate (NTR) will be granted for the Incremental NTKMs at the time of issue of Railway receipt itself. The percentage discount in freight rate would be as indicated in each slab of incremental NTKMs in the following table.

Slabs of freight concessions are as under:

	Slabs of Incremental NTKMs	Percentage Discounts on Applicable Freight Charges
(a)	10% ≥ Inc. NTKMs.	Nil
(b)	20% ≥ Inc. NTKMs. > 10%	10% on the increment beyond 10%
(c)	30% ≥ Inc. NTKMs. > 20%	(b) + 20% on the increment beyond 20%
(d)	Inc. NTKMs. > 30%.	(b) + (c) + 30% on the increment beyond 30%

Floor Rate:

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

Benchmark:

(i) Average annual NTKMs during 2 previous years. Benchmark for becoming eligible for discount will be 10% more than the average.
(ii) Rake, on whose loading benchmark NTKM has been crossed, will not be eligible for concession. Customer will start getting concession from the next rake onwards.

Example is given below:

A customer's average NTKMs for last 2 years is 1000. In that case his benchmark NTKMs will be 1100 (+ 10%). 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

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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.

Permitted Terminals:

All

Restricted Commodities:

Commodities which are listed at Para 1.4 above.

Lead Restriction:

Minimum 100 Km.

Permitted Wagons:

All types of wagons.

Seasonal Restriction:

Scheme available for one full year at a time.

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 scheme for Traditional Empty Flow Direction.
(v) Incentive scheme for Freight Forwarders.

Concurrent concessions will be given one after the other on the discounted NTR.

Conditions:

1. No freight concessions will be admissible in case of New Traffic.Mm
2. Scheme will be applied to each terminal separately and independently for customers operating from multiple terminals.
3. If a customer is dealing with more than one commodity at a single terminal (for example cement & clinker), then combined NTKMs from different commodities should be taken into consideration for deciding the eligibility under this Scheme.
4. NTKMs from a terminal to any number of destinations will be eligible

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under the Scheme.

5. Concessions will be given at the stage of issue of RR itself on incremental NTKMs over the annual benchmark. However, if incremental NTKMs have been loaded before issue of notification, then freight rebate will be granted.
6. Customer should apply in the month from which he wishes to enter into the scheme with complete data for 2 years upto the previous month. For example, customer wishing to enter the scheme from 1.11.2010 to 31.10.2011 should apply latest by 30.11.2010 giving the traffic details from 1.11.2008 to 31.10.2010.
7. Application for availing discount will have to be finalized in 15 days at the Divisional level and in 30 days at Zonal level.
8. Concessions granted under this Scheme will always be for one year.
9. Customers already availing freight concession under the existing Incentive Scheme for Incremental Traffic will continue as per the agreement entered into between the customer and Railways under the existing Scheme.

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5.0 TRANSPORTATION PRODUCTS

Railways offer transport services primarily in Block Rakes. In addition, several other transportation options differentiated by the volume of consignment at varying tariff rates are also available as described below. Traffic which is not covered under any of the transportation products mentioned below will be charged at wagon load rate.

All Transportation products will be available subject to operating restriction in force from time to time.

5.1 Block rakes

Single point Block Rake with a wagon composition as notified by Railway Board will be booked at Trainload Class rate in accordance with conditions noted below.

Conditions

1. Both the Originating and Destination terminal should be notified as either Full Rake Terminal or Half Rake Terminal.
2. Number of wagons indented must be applicable for standard rake size of Block Rake. The present list is at Annexure III. For all other types of wagons not specified in the annexed statement, trainload rates will be granted subject to payload in the train being a minimum of 1400 tonnes.
3. If the number of fit wagons supplied by Railways is falling in the range given in Annexure-III the party will have to load all the wagons to avail trainload rate benefit.
4. In cases where even the minimum number of wagons qualifying for Block Rake cannot be supplied by the Railway against trainload indent due to shortage of wagons, operating or any other constraint arising out of unforeseen circumstances in a specific instance such as accident, blockade etc., the rail user(s) shall not be penalized. In such cases also, the benefit of trainload rate can be extended. However, detailed reasons for non-supply of all the indented number of wagons constituting a block rake should be recorded by the concerned Station Manager/ Yard Master, who in turn should get it confirmed in writing from at least a Gazetted Officer. The modalities for implementation of this instruction will be worked out jointly by Operating, Commercial and Accounts Department of the Railway depending on local conditions.
5. In cases where the load of block rake moving over a particular section is restricted below the minimum of the standard rake size due to operational constraints such as gradient, hauling capacity etc. then conditions stipulated at the bottom of Annexure III will apply regarding standard rake size.
6. In cases where rake is split up during transit due to gradient or other operational reasons but has fulfilled all other conditions for availing

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trainload rate at originating point, the trainload rate benefit shall be admissible.

7. Trainload rate benefit shall be extended to block rakes at the serving station by clubbing wagons loaded from more than one siding served by the same station or loaded partly from a siding and partly from the station serving that siding for a single destination.
8. Trainload benefit shall be extended to trains originating from one point and terminating at two points provided that the two points are either the serving station and its siding or two sidings of the same serving station, or two sidings notified as independent booking points but operationally branched out from the same station.
9. For rake loaded with two or more commodities, the required number of total wagons as per Annexure III should be loaded with. In case more than one commodity is loaded in a wagon, freight will be charged at the higher class rate of the goods which the wagon contains. Maximum number of commodities loaded in wagons should not exceed two.
10. Indents for BCX/BCN groups of wagons and BCNHL wagons will be treated as interchangeable for the purpose of supply of rakes. Trainload rate conditions will be applicable as per type of stock supplied. The customer must place an indent for 40 BCX/42 BCN/58 BCNHL wagons.
    (refer to Corrigendum No.5 to Rates Circular No.62 of 2009 dated 10.05.2010)
11. Indents for BOST and BRN/BRNA/BRNAHS/BFNS wagons will be treated as interchangeable for the purpose of supply of rakes. However, Trainload rate conditions will be applicable as per type of stock supplied.
    (refer to Corrigendum No.26 to Rates Circular No.62 of 2009 dated 12.12.2011)
12. This product is applicable on all types of wagon and systems (BG, MG) subject to compliance of all conditions mentioned hereinabove.
13. The customer will have to pay all other applicable charges like busy season charge, congestion charge, development charge, etc.

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5.2 Mini Rake

Mini Rakes can be loaded at Trainload Class rate under the following conditions.

Conditions

1. Mini Rakes are permitted only in Covered wagons.
2. Mini Rakes will have a minimum composition of twenty wagons.
3. Mini Rakes can be loaded to and from any notified full or half rake terminal.
4. Free time for loading/unloading of Mini Rakes will be 5 hours.
5. Mini Rakes can be loaded only for distances up to 400 km.
6. Mini Rakes cannot be loaded with Coal, Ores and RMSP.
7. A Supplementary charge of 5% will be levied on base Freight Rates for Mini Rakes for the period October to June.

5.3 Two Point Rake

Two Point Rakes can be loaded at Trainload Class rate under the following conditions.

Conditions

1. This product is available only for Covered wagons for specific combinations notified by Railway Board.
2. Originating terminal should be a notified full or half rake terminal.
3. The current list of combination of destination terminals notified is given in Annexure-IV.
4. A minimum of 10 wagons should be loaded for each destination.
5. The total number of wagons indented and loaded must conform to the Block Rake composition as notified for various types of wagon by the Railway Board.
6. A Supplementary charge of 5% will be levied on Base Freight Rates for two-point rake for the period October to June.

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5.4 Multi Point Rake

Multi Point Rakes can be loaded at Trainload Class rate under the following conditions.

Conditions

1. This product is available only for Covered wagons for specific combinations notified by Railway Board from time to time.
2. Originating terminal should be a notified full or half rake terminal.
3. The combination of multipoint destination terminals has been mentioned in Annexure-V.
4. A minimum of 10 wagons should be loaded for each destination.
5. The total number of wagons indented and loaded must conform to the Block Rake composition as notified for various types of wagon by the Railway Board.
6. A Supplementary charge of 20% will be levied on Base Freight Rates for multi point rakes for the period October to June.

5.5 Two and Multi Point Rake (Other Than Covered Wagons)

Two and Multi Point Rakes for other than Covered wagons can be loaded at Trainload Class rate under the following conditions.

Conditions

1. Originating terminal should be a notified full or half rake terminal.
2. Each destination terminal should be a notified full or half rake terminal.
3. Notified Two Point or Multi Point combinations for other than covered wagons are at Annexure-VI.
4. A minimum of 10 wagons should be loaded for each destination.
5. The total number of wagons indented and loaded must conform to the Block Rake composition as notified for various types of wagon by the Railway Board.
6. For the period October to June, a Supplementary charge of 5% on two point rakes and 20% on multi point rakes will be levied on Base Freight Rates.

The loading of two point CONCORD rakes (for steel traffic only) in any combination of BRN/BOST/BFNS wagons is permitted for any two point combinations within the same Zonal Railways for availing trainload rate benefit.

(refer to Corrigendum No.7, 12, 14, 18, 27 and 31 to Rates Circular No.62 of 2009)

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5.6 Rakes from Two Originating Terminals

Rakes from two Originating Terminals can be loaded at Trainload Class rate under the following conditions.

Conditions

1. This product is available only for Covered wagons from notified/specified terminals.
2. Two Point combination from which loading is permitted will be notified by the Zonal Railways concerned.
3. In case the two terminals are on different Railways, the Railway issuing notification will take recorded prior consent of the concerned Railway.
4. Each Originating terminal should be a notified full or half rake terminal.
5. The destination terminal should be a notified full or half rake terminal.
6. Loading of rakes from two terminals can be done only if the two loading terminals are less than 200 KM apart.
7. A minimum of 10 wagons should be loaded from each originating terminal.
8. The total number of wagons indented and loaded must conform to the Block Rake composition as notified for various types of wagon by the Railway Board.
9. The customer cannot cancel indent at one point after he has started loading at the other point. If he does so, the entire freight will be charged irrespective of loading only one portion of traffic.
10. For the period October to June, a Supplementary charge of 5% on two point rakes will be levied on Base Freight Rates.

5.7 Rakes from Two Originating Terminals (Other than Covered Wagons)

Rakes from two Originating Terminals in other than covered wagons can be loaded at Trainload Class rate under the following conditions.

Conditions

1. Notified Two Point combinations from which loading is permitted, are at Annexure-VII.
2. Each originating terminal should be a notified full or half rake terminal.
3. The destination terminal should be a notified full or half rake terminal.
4. A minimum of 10 wagons should be loaded from each originating terminal.
5. The total number of wagons indented and loaded must conform to the Block Rake composition as notified for various types of wagon by the Railway Board.
6. The customer cannot cancel indent at one point after he has started loading at the other point. If he does so, the entire freight will be

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charged irrespective of loading only one portion of traffic.

7. For the period October to June, a Supplementary charge of 5% on these rakes will be levied on Base Freight Rates.

Zonal Railways should send a list of notified full rake/half rake terminals as well as combination of two originating terminals for covered wagons in reference to this circular. A monthly appreciation report should also be furnished by Zonal Railways.

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(refer to corrigendum No.46 to Rates Circular No.62 of 2009 dated 31.10.2013)

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	SCR, ECOR *(refer Corr. No.51 to RC No.62 of 2009 dt. 01.05.2014)*
11	SCR	SWR, ECOR, SECR
12	SER	NIL
13	SECR	NIL
14	SWR	SCR, ECoR and Chennai Divn. Of SR *(refer Corr. No.38 dt. 7.8.13 and 46 dated 31.10.13 to RC No.62 of 2009)*
15	WCR	SECR, CR (NAGPUR DIVISION)
16	WR	CR, WCR, SECR, NCR, ER, ECR (DHN DIVN.), SER
17	KRCL	SWR, NR

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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

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Annexure-II

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(refer Corrigendum No. 46 to Rates Circular No.62 of 2009 dated 31.10.2013)

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Annexure III

COMPOSITION OF BLOCK RAKES

S.N.	Type of wagons	Standard Rake Size	Minimum number of wagons to be loaded
	OPEN wagons		
1.	BOXN/BOXNHS,BOSNHSM1,BOXNHA, BOXNEL, BOXNLW,BOXNM1	59	58*
2.	BOXNHL	58	57
3.	BOX	35	30
4.	BOST	45	43
5.	BKCX	32	30
6.	BOY/BOYN,BOYEL	53	50
	HOPPER WAGONS		
7.	BOBR	53	50
8.	BOBRN	59	56
9.	BOBRNHS	59	*57 (refer RC No.18 of 2012 dated 19.07.2012)*
10.	BOB,BOBC,BOBX,BOXK,BOBS	40	40
11.	BOBSN,BOBSNM1,BOBY/BOBYN	53	48**
12.	BOBYNHS	54	*52(refer RC No.18 of 2012 dated 19.07.2012)*
	FLAT WAGONS		
13.	BRN/BRNA/BRNAHS/BFNS	43	41 *(refer Corrigendum No.26 to RC No.62 of 2009 dated 12.12.2011)*
14.	BRH/BRS	35	30
15.	BRHNEHS	42	40*(refer RC No.18 of 2012 dated 19.07.2012)*
16.	BFR/BFK/BFKI	35	30
	COVERED WAGONS		
17.	BCN/BCXN******	41	39
18.	BCNA/BCNAHS******	42	40
19.	BCNHL	58	57
20.	BCX	40	35
21.	BCCN	30	29
22.	BCFC	59	58 *(refer to Corrigendum No.8 to RC No. 28 of 2011 dated 04.10.2013)*
23.	NMG	25	24

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	TANK WAGONS		
24.	BTPN	50	49 *(refer Corrigendum No.35 to RC No.62 of 2009 dated 27.12.2012)*
25.	BTFLN	48	46
26.	BTAP	51	49
27.	BTCS	59	57
28.	BTPH	48	46 *(refer Corrigendum No.2 to RC No.62 of 2009 dated 19.02.2010)*
29.	BTAL	35	32
30.	BCCW(Bulk Cement)	58	56*(refer Corrigendum No.13 to RC No.62 of 2009 dated 04.11.2010)*
31.	BTPGLN/BTPG	32	30
32.	Tank Wagons(4 wheeler)@	72	68
33.	Tank Wagon-TG Type(4 wheeler)	64	62
34.	**Mixed Rakes(BG)**		
	BOXN & BOYN	55	55(minimum 15 of each type)
	BOX & BFR/BRH***	35	30(minimum 10 of each type)
	BOXN+ BRN/BRNA/BRNAHS/BOST/BFNS****	45	40(minimum 10 of each type and maximum 20 of BOXN wagons)
	BOST+BFNS/BRNA/BRNAHS/BFNS*****	43	41(minimum 10 of each type) *(refer Corrigendum No.26 to RC No.62 of 2009 dated 12.12.2011)*
	BCN/BCNA/BCNAHS/BCXN******	41	38
	BTPN & BFNS	55	(BTPN wagons will not be more than 25 wagons)
35.	**Meter Gauge Wagons**		
	(i) MG to MG		34(in terms of 4 wheelers)
	(ii) MG to MG		90(in terms of 4 wheelers)

Note: * *BOXN in Kulem-Castle Rock section 54 wagons permitted for trainload class rate*
** *The minimum number of wagons for Dalli Rajhara – Bhilai section will be 45 wagons.*
*** *BFR and BRH wagons may be treated as one type and BOX as another type for reckoning the minimum 10 number of each type.*
**** *BRN, BRNA, BRNAHS, BFNS and BOST may be treated as one type and BOXN as other type for reckoning the minimum 40 number of each type.*

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***** *BRN, BRNA, BRNAHS and BFNS may be treated as one type and BOST as other type for reckoning the minimum 10 number of each type.*

****** *Indents for Block Rake of BCN/BCNA/BCNAHS/BCXN will be accepted for 42 wagons (eight wheelers) against which empty rakes of any type of these types or a combination of these types of wagons will be supplied in terms of the standard rake size of these wagons.*

@ For TNPM siding of IOC, standard rake size of tank wagons (4 wheeler) is 65 wagons and minimum number of wagons required to be loaded for availing trainload rate benefit is 64 wagons.

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Annexure-IV

List of combination of two point destination terminals

Railway	S. No.	Permitted combination of stations for two point rakes	S. No.	Permitted combination of stations for two point rakes
CR	1	N...k - Nandgaon	14	Miraj - Sangli
	2	P...chora - Jalgaon	15	Sangli - Karad
	3	Chalisgaon -Dhulia	16	Satara - Lonand
	4	...alkapur -Khamgaon	17	Lonand - Sasvad
	5	...ola - - Khamgaon	18	GIT - Sasvad
	6	...a - -Badnera	19	Ahmednagar - Belapur
	7	...a - - Malkapur	20	Kopergaon -Belapur
	8	...era - Wardha	21	Daund - Bhigwan
	9	...angaon - Wardha	22	Bhigawan - Kurdwadi
	10	...a - Dhamangaon	23	Kurdwadi - Pandharpur
	11	...a - Padurna	24	Chalisgaon- Pachora
	12	... - Multai	25	Pulgaon - Damangaon
	13	... - Karad	26	Baitul- Itarsi
ER	1	...haman - Sainthia	7	Jamalpur - Bhagalpur
	2	...mpur - Cossimbazar	8	Barddhaman - Krishnanagar
	3	... - Barasat	9	Jasidih-Jamui (ECR)
	4	... - Shrirampur	10	Jasidih-Fatuha (ECR)
	5	...rapur-Jasidih	11	Raniganj(RNG)-Chitpur(CP) *(refer corr. No.44 to RC No.62 of 2009 dt. 18.09.2013)*
	6	...lpur - Sahibganj		
ECR	1	... Ara	8	Hazaribagh Road - Koderma
	2	... - Bihar Sarif	9	Mansi-Purnia (NFR)
	3	...Jehanabad	10	Naugachia-Purnia
	4	... Warshaliganj	11	Kiul-Jamui*(refer corr. No.11 to RC No.62 of 2009 dt. 9.9.2010)*
	5	...n - Dehri-on-Sone	12	Fatua-Kiul
	6	...l - Hazaribagh Road	13	Fatua-Jamui (for SN.12 & 13, *refer to Corr. No.32 to RC No.62 Of 2009 dt.22.08.2012)*
	7	...l - Koderma		

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Railway	S. No.	Permitted combination of stations for two point rakes	S. No.	Permitted combination of stations for two point rakes
ECoR	1	Bhadrak - Jaipur Keonjhar Road	5	Khariar Road - Kantabanji
	2	Vizianagaram - Srikakulam	6	Bolangir - Bargarh Road
	3	Chipurupalle - Vizianagaram		
	4	Mahasamund – Baghbara		
NR	1	Doraha - Chawapail	57	Kotkapura - Fazilka
	2	Doraha- Khanna	58	Batala - Gurdaspur
	3	Doraha - Mandi Govindgarh	59	Pathankot - Bharoli
	4	Doraha- Sirhind	60	Kathua -Jammu Tawi
	5	Chawapail -Khanna	61	Chakki Bank -Jammu Tawi
	6	Chawapail - Mandi Govindgarh	62	Bhagatanwala - Turn Taran
	7	Chawapail - Sirhind	63	Jwalapur - Harrawala
	8	Mandi Govindgarh - Sirhind	64	Harrawala - Rishikesh
	9	Khanna - Mandi Govindgarh	65	Roorkee - Rishikesh
	10	Khanna - Sirhind	66	Roorkee - Jwalapur
	11	Khanna - Rajpura	67	Jwalapur-Rishikesh
	12	Mandi Govindgarh - Rajpura	68	Roorkee - Harrawala
	13	Sirhind - Rajpura	69	Laksar Jn. - Harrawala
	14	Ambala - Rajpura	70	Laksar Jn. - Rishikesh
	15	Ambala - Jagadhari	71	Rampur - Moradabad
	16	Jagadhari - Saharanpur	72	Chaneti - Moradabad
	17	Rajpura - Patiala	73	Bareilly - Moradabad
	18	Patiala - Nabha	74	Gajraula - Moradabad
	19	Patiala- Dhuri	75	Hapur - Moradabad
	20	Nabha - Dhuri	76	Chaneti - Rampur
	21	Dhuri - Barnala	77	Shahjahanpur - Rampur
	22	Barnala - Tapa	78	Roza - Rampur
	23	Barnala - Rampurphul	79	Bareilly - Rampur
	24	Tapa - Rampurphul	80	Shahjahanpur -Bareilly
	25	Tapa - Bhuchchu	81	Chandausi -Bareilly
	26	Rampurphul - Bhuchchu	82	Roza - Bareilly
	27	Bhatinda - Malout	83	Hardoi - Chaneti
	28	Gidharbha - Abohar	84	Shahjahanpur - Chaneti
	29	Malout - Abohar	85	Roza - Chaneti
	30	Kila Raipur - Malerkotla	86	Hardoi - Shahjahanpur

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Railway	S. No.	mitted combination of ons for two point rakes	S. No.	Permitted combination of stations for two point rakes
	31	- Malerkotla	87	Thompsonganj - Shahjahanpur
	32	- Sangrur	88	Thompsonganj - Hardoi
	33	rur - Sunam	89	Shahjahanpur - Hardoi
	34	n - Lehra Gaga	90	Roza - Hardoi
	35	garh - Faridabad	91	Mohanlalganj - Rae Bareli
	36	abad - Ballabhgarh	92	Rae Bareli -Pratapgarh Jn.
	37	kabad - Faridabad	93	Barabanki - Faizabad
	38	abad - Guldhar	94	Shahganj Jn. - Akbarpur
	39	Tarnagar - Partapur	95	Akbarpur - Goshaiganj
	40	City Mandi Siding - ur	96	Faizabad - Shahganj
	41	- Panipat	97	Jind City - Tohana
	42	- Sonepat	98	Jalandhar - Batala
	43	- Kurukeshtra	99	Khanna - Jalandhar
	44	eshtra - Shahabad nda	100	Khanna- Ludhiana
	45	- Shahabad - Markanda	101	Ambala - Karnal
	46	- Sonepat	102	Meerut Mandi - Saharanpur
	47	a - Tohana	103	Akbarpur- Faizabad
	48	y - Safidon	104	Moradabad- Rudrapur
	49	y - Rohtak	105	Ghaziabad- Aligarh Jn.
	50	Budhlada	106	Rohtak- Kori
	51	Ludhiana	107	Giddarbha-Malout
	52	r City -Hoshiarpur	108	Bari Barhman-Udhampur
	53	r City -Bhagatanwala	109	Kathua-Udhampur
	54	ra - Firozpur City	110	Jammu Tawi- Udhampur *(for SN107-110, refer corr. No.11 to RC No.62 of 2009 dt. 9.9.2010)*
	55	City - Fazilka	111	Roza-Thompsonganj *(refer to Corr. No.19 to RC No.62 0f 2009 dt.16.6.2011)*
	56	a - Muktsar	112	Saharanpur (SRE)-Partapur (PRTP) *(refer to Corr. No.43 to RC No.62 0f 2009 dt.30.08.2013)*
NWR	1	goods shed(AGS) - ura	13	Bhiwani Jn. – Hissar Jn.
	2	ura - Banasthali	14	Sri Vijaynagar - Anupgarh

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Railway	S. No.	Permitted combination of stations for two point rakes	S. No.	Permitted combination of stations for two point rakes
	3	Sirohi Road - Keshavganj	15	Debari-Fatehnagar
	4	Sirohi - Marwar Jn.	16	Nagaur-Lalgarh Jn.
	5	Sirohi - Jawai Bandh	17	Khori-Bhiwani Jn.
	6	Jawai Bandh - Marwar Jn.	18	Khori-Satrod
	7	Beawar - Daurai	19	Raman-Kalanwali
	8	Ranapratap Nagar - Debari	20	Bhiwani Jn.-Satrod
	9	Ranapratap Nagar - Fateh Nagar	21	Bhiwani Jn.-Hansi
	10	Suratgarh Jn. - Pilibanga	22	Hansi-Satrod
	11	Sangaria - Mandi Dabwali	23	Bhagat Ki Kothi-Merta City
	12	Sirsa – Hissar Jn.	24	Pali Malwar-Bhagat Ki Kothi
NCR	1	Gwalior - Dabra	13	Etawah - Kanpur Central Goods shed
	2	Dabra - Datia	14	Naini - Mirzapur
	3	Dabra - Lalitpur	15	Mirzapur - Chunar
	4	Banda - Mahoba	16	Kosikalan - Mathura
	5	Kabrai - Banda	17	Mathura- Yamuna Bridge
	6	Iradat Ganj - Naini	18	Hodal - Kosikalan
	7	Yamuna Bridge - Etah	19	Kherli - Nadbaai
	8	Etah - Hathras Fort	20	Nadbai- Mandawar Mahuwa Road
	9	Etah - Mainpuri	21	Kherli - Mandawar Mahuwa Road
	10	Shikohabad - Mainpuri	22	Morena - Datia
	11	Farrukhabad - Mainpuri	23	Gwalior - Datia
	12	Fatehpur - Kanpur Central Goods shed		
NER	1	Rudrapur City - Haldi Road	9	Basti - Chaurichaura
	2	Rdudrapur City - Bilaspur Road	10	Chaaurichaura -Deoria Sadar
	3	Kasganj-Farrukhabad (Only for bagged consignment)	11	Siwan - Chhapra
	4	Bilaspur Road - Haldi Road	12	Chhapra - Ballia
	5	Gonda - Basti	13	Ballia - Gazipur City
	6	Gonda - Khalilabad	14	Mau - Azamgarh
	7	Basti - Khalilabad	15	Nakaha Jungle - Nautanwa

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Railway	S. No.	P	combination of r two point rakes	S. No.	Permitted combination of stations for two point rakes
	8		ria Sadar	16	Indara - Mau
Chauri-Chura, Chi each. Therefore, n combination rake.			*Khalilabad have half rake siding with a capacity of 20 wagon n 20 wagons should be loaded for these stations in a two point*		
NFR	1		- Barpeta Road	21	Hojai -Lanka
	2		igaon - Changsari	22	Dalkhola - Rangapani
	3		t - Kokrajhar	23	Rangapani - New Jalpaiguri
	4		t-Fakiragram Jn.	24	Kishanganj - Rangapani
	5		ia - Jorhat Town	25	Mansi - Purnea
	6		Jorhat Town	26	Naugachia - Purnea
	7		uri - Jalpaiguri	27	Katihar - Purnea
	8		hanganj	28	Jogbani - Purnea
	9		nganj	29	Khagaria Jn. - Purnea
	10		- Churaibari	30	Katihar - Jogbani
	11		akhimpur -	31	Senchoa-haibergaon
	12		Lakhimpur –	32	New Guwahati-Lanka
	13		ngla	33	New Guwahati-Haibergaon
	14		pur - Silapathar	34	Silchar-Dharmanagar
	15		pur - Tangla	35	Harmuti-Silapathar
	16		th Lakhimpur	36	New Bongaigaon-Barpeta Road
	17		rth Lakhimpur	37	Katihar- Rangapani
	18		pore	38	New Guwahati(NGC)-Jagiroad(JID) *(refer to Corr. No.16 to RC No.62 0f 2009 dt.24.02.2011)*
	19		lukpong	39	New Tinsukia(NTSK)-Dibrugarh (DBRG) *(refer to Corr. No.42 to RC No.62 0f 2009 dt.30.08.2013)*
	20		hoa	40	Lakowa(LXA)-New Tinsukia (NTSK) *(refer to Corr. No.50 to RC No.62 0f 2009 dt.5.11.2013)*
SR	1		walla	18	Thanjavur-Thiruchirappalli Goods
	2		engalpattu	19	Thanjavur-Mayiladuturai
	3			20	Kumbakonam-Thanjavur
	4		Town	21	Kumbakonam-Mayiladuturai
	5			22	Etakkot-Nileshwar

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Railway	S. No.	Permitted combination of stations for two point rakes	S. No.	Permitted combination of stations for two point rakes
	6	Kallayi-Valapattinam	23	Tikkoti FCI Sdg-Payyanur FCI Sdg
	7	Valapatttinam-Nileshwar	24	Palaghat FCI Sdg-Westy Hill FCI Sdg
	8	Tirur-Vadakara	25	Nileshwar Goods shed-Payyanur FCI Sdg
	9	Mangalore-Nileshwar	26	Kalamassery-Alleppey
	10	Angamali-Ollur	27	Angamali FCI Sdg-Chingavanam
	11	Quilon-Tiruvalla	28	Chalakudi Goods shed-Angamali FCI Sdg
	12	Angamali FCI Sdg-Alleppey	29	Mulagunnathukavu FCI Sdg-Chalakudi Goods shed
	13	Kudalnagar-Tirunelveli	30	Chalakudi Goods shed-Alleppey Sdg
	14	Kudalnagar-Dindigul	31	Quilon FCI SDg-chingavanam FCI Sdg
	15	Tiruchirappalli Goods-Kumbakonam	32	Karunagappalli FCI Sdg-Quilon FCI Sdg
	16	Vridhachalam-Tiruchirappalli Goods	33	West Hill FCI Siding- Tikkoti FCI Siding
	17	Kumbakonam-Thiruvarur	34	Quilon FCI Siding- Alleppey Goods Shed
SCR	1	Anakapalli - Bayyavaram	17	Miryalaguda - Nalgonda
	2	Chirala - Ongole	18	Miryalaguda - Nadikudi
	3	Jalna - Aurangabad	19	Nanded - Parbhani
	4	Kamareddy - Nizamabad	20	Nuzvid - Eluru
	5	Kurnooltown - Gadwal	21	Ongole - Tenali
	6	Reddipalem - Narsaraopet	22	Peddapalli - Manchiryal
	7	Bodhan - Nizamabad	23	Peddapalli - Warangal
	8	Manuguru - Pandurangapuram	24	Padugupadu - Renigunta
	9	Mahabubnagar - Gadwal	25	Rajahmundry - Samalkot
	10	Reddipalem - Tenali	26	Rajahmundry - Tadepalligudem
	11	Falaknuma - Jadcherla	27	Reddipalem - Krishnacanal
	12	Bhimavaram-Palakole	28	Reddipalem - Sattenapalli
	13	Adoni - Raichur	29	Tadepalligudem - Eluru
	14	Chirala - Tenali	30	Warangal - Khammam
	15	Chityal - Nalgonda	31	Anakapalli - Narsipatnam Road
	16	Kurnooltown - Mahabubnagar		

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Railway	S. No.	combination of two point rakes	S. No.	Permitted combination of stations for two point rakes
SER		tions on SER which are not more than 200kms from each other		
SECR	1	ndgaon	5	Bilaspur-Akaltara
	2		6	Akaltara-Kharsia
	3		7	Shahdol-Bishrampur
	4		8	Bishrampur (BSPR)-Ambikapur (ABKP) *(refer to Corr. No.41 to RC No.62 0f 2009 dt.30.08.2013)*
SWR	1		7	Raybag-Belgaum
	2		8	Haveri-Kadur
	3	itradurg	9	Haveri- Chitradurga
	4	dur modified vide	10	Maddur-Bangarapet
	5		11	Bijapur-Bagalkot
	6		12	Navalpur-Koppal *(refer to Corr. No.1 22.01.2010, Corr. No.11 dt. 09.09.2010 to RC No.62 0f 2009)*
WR		r all stations which are not more than 400 km apart in ot more than 200 km apart in busy season subject to on shall not be allowed with any other combination s of stations of Ahmedabad Division and Vadodara station of Ahmedabad Division and the other of Vadodara e allowed. ions should be on the same engine run.		
WCR	1	ur	21	Itarsi-Timarni
	2	hpura	22	Nishatpura-Mandidip
	3		23	Itarsi-Mandidip
	4	Damoh	24	Itarsi-Banapura
	5	na	25	Ashoknagar-Gwalior
	6		26	Ashoknagar-Guna

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Railway	S. No.	Permitted combination of stations for two point rakes	S. No.	Permitted combination of stations for two point rakes
	7	Gadarwara-Natsinghpur	27	Gangapur city-Bharatpur
	8	Nishantpura-Bhopal	28	Hindaun city-Bharatpur
	9	Nishantpura-Itarsi	29	Gangapur city- Hindaun city
	10	Itarsi-Nishatpura	30	Kota-Bara
	11	Banapura-Nishatpura	31	Kota-Sawaimadhopur
	12	Vidhisha-Nishatpura	32	Kota-Gangapur City
	13	Harda-Itarsi	33	Kota-Bundi
	14	Mandidip-Itarsi	34	Itarsi-Pipariya
	15	Harda-Banapura	35	Bina-Saugor
	16	Harda-Timarni	36	Saugor-Ashoknagar
	17	Timarni-Banapura	37	Suagor-Guna
	18	Guna-Shivpuri	38	Kota-Guna
	19	Guna-Ashoknagar	39	Baran-Guna
	20	Nishatpura-GanjBasoda		*(for SN 10, 11 &20, refer to Corr. No.22 to RC No.62 0f 2009 dt.22.09.2011)*
Konkan	1.	Ratnagiri-Kudal *(refer to Corr. No.21 to RC No.62 0f 2009 dt.06.09.2011)*		

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Annexure-V

List of c[illegible]on of Multi point destination terminals

TO BE ISSUED BY [illegible]RANSPORTATION DIRECTORATE OF [illegible]WAY BOARD

Jadia · MRS

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Annexure-VI

TWO POINT COMBINATION FOR OTHER THAN COVERED STOCK (FOR STEEL TRAFFIC ONLY)

S.NO.	POINT I	STATION NAME	POINT II	STATION NAME
	CENTRAL RAILWAY			
1	KSAG	KALAMBOLI EXCHANGE YARD	KLMG	KALAMBOLI GOODS YARD
2	KSAG	KALAMBOLI EXCHANGE YARD	KYN	KALYAN
3	KLMG	KALAMBOLI GOODS YARD	KYN	KALYAN
	EASTERN RAILWAY			
1	BLN	BALLYGUNGE J.	DOCK	K.P. DOCK
2	JOX	JANAI ROAD	DKAE	DANKUNI
3	BLH	BELGHARIA	TGH	TITAGARH
	EAST CENTRAL RAILWAY			
1	DNR	DANAPUR	FUT	FATUHA
	EAST COAST RAILWAY			
1	VZP	VISHAKHAPATNAM PORT	VNCW	VISHAKHAPATNAM NEW GOODS COMPLEX
2	VZP	VISHAKHAPATNAM PORT	VSPS	VIZAG STEEL PLANTS
	NORTHERN RAILWAY			
1	BGZ	BAHADURGARH	GZB	GHAZIABAD
2	BHD	BADLI	GZB	GHAZIABAD
3	BVH	BALLABGARH	GZB	GHAZIABAD
4	BVH	BALLABGARH	TKD	TUGHALAKABAD
5	DDL	DHANDARI KALAN	GVG	MANDI GOVIND GARH
6	DDL	DHANDARI KALAN	HSQ	HUSAINPUR
7	DDL	DHANDARI KALAN	JUC	JULLANDHAR CANTT
8	DDL	DHANDARI KALAN	SRX	SURANUSSAI
9	FDB	FARIDABAD	BHD	BADLI
10	FDB	FARIDABAD	GZB	GHAZIABAD
11	FDB	FARIDABAD	TKD	TUGALKABAD
12	GUH	GULDHAR	GZB	GHAZIABAD
13	GZB	GHAZIABAD	TKD	TUGHALKABAD
14	SRX	SURANUSSI	GVG	MANDI GOVINDGARH
15	SRX	SURANUSSI	HSQ	HUSAINPUR
16	SRX	SURANUSSI	JAT	JAMMU TAWI
17	SRX	SURANUSSI	JUC	JALANDHAR CITY
18	TIST	TUGALAKABAD TATA SIDING	FDSG	FARIDABAD NEW TOWN FDSG IRON & STEEL SDG.
19	TKD	TUGALAKABAD	GUH	GULDHAR
20	TKD	TUGALAKABAD	OKA	OKHLA
	NORTH CENRAL RAILWAY			
1	GWL	GWALIOR	JHS	JHANSI

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2	CPC	KAN	[illegible]	NYN	NAINI
3	CPC	K	[illegible]	PNK	PANKI
4	PNK	P		NYN	NAINI
5	JAB	YA		BTE	BHARATPUR
6	JAB	YA		GWL	GWALIOR
	SOUTHERN				
1	AVD	A		PWO	PERAMBUR WORKS
2	AVD	A		KOKG	KORUKKUPET GOODS SHED
3	CHT S		[illegible]	KLMR	KALAMASSERI
4	PLM D			KLMR	KALAMASSERI
5	PWO	P		KOKG	KORUKKUPET GOODS SHED
6	TI			KOKG	KORUKKUPET GOODS SHED
7	TI			AVD	AVADI
8	TNP			KOKG	KORUKKUPET GOODS SHED
9	TNP			PWO	PERAMBUR WORKS
10	TNP			AVD	AVADI
11	TPG Y			GOC (B)	PONAMALAI (GOLDEN ROCK) BHEL
12	TVT			AVD	AVADI
13	TVT			KOKG	KORUKKUPET GOODS SHED
14	TVT			PWO	PERAMBUR WORKS
	SOUTH				
1	NPL		[illegible]AIL	SNAG	SANATNAGAR NEW GOODS COMPLEX
2	SAIN		[illegible]NG,	SNAG	SANATNAGAR NEW GOODS COMPLEX
	SOUTH				
1	SHM			SHLM	SIBPORECHAR
2	BND M			ROU	ROURKELA
3	SHM			SRC	SANTRAGACHI
	SOUTH		[illegible]WAYS		
1	KAV			ITR	ITWARI
2	BIA			BSPC	BHILAI STEEL PLANT CITY
3	BIA			RSD	RAIPUR STORE DEPOT SDG
4	ITR			BTBR	BUTIBORI
5	KAV			BTBR	BUTIBORI
6	KAV			BSPC	BHILAI STEEL PLANT CITY
	SOUTH				
	NIL				

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	WESTERN RAILWAY			
1	BRCY	VADODARA MARSHALLING YARD	KHD	KHODIYAR, (SAIL STOCK YARD)
2	BRCY	VARODARA MARSHALLING YARD	KKF	KANKARIA
3	BH	BHARUCH	BRCY	VADODARA MARSHALLING YARD
4	KHD	KHODIYAR, (SAIL STOCK YARD)	KKF	KANKARIA
	WEST CENTRAL RAILWAY			
1	BTE	BHARATPUR	KTT	KOTA
2	NSZ	NISHATPUR	MDDP	MANDI DIP

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Annexure-VII

List o int originating terminals

TO BE ISSUED BY INSPORTATION DIRECTORATE OF Y BOARD

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Annexure-VIII

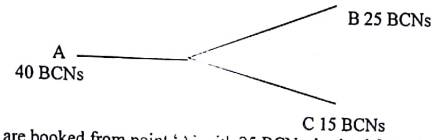
TWO POINT COMBINATION FOR OTHER THAN COVERED STOCK (FOR COAL TRAFFIC ONLY)

S.No.	Terminal-1		Terminal-2	
1.	HLSG	Babupeth HLC Sdg	RCXG	Chanda Rayatwari
2.	WANI	Wani	RAJR	Rajur
3.	JJSG	JNO Palachori Sdg	RKSG	Parasia BG Sdg.
4.	RKSG	Parasia BG Sdg	DCSG	Parasia EDC Sdg.
5.	JJSG	JNO Palachori Sdg	DCSG	Parasia EDC Sdg.
6.	HRG	Hirdagarh	HNWG	Nandan Washery Sdg
7.	HRG	Hirdagarh	JJSG	JNO Palachori Sdg

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Annexure-IX

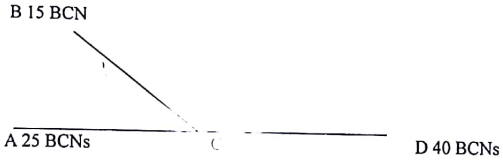
Illustration-I



If 40 BCNs are booked from point 'A' with 25 BCNs destined for point 'B' and 15 BCNs for point 'C', the freight would be worked out as under:

(a) Calculate the freight at train load class for 25 BCNs from point 'A' to point ' B'.
(b) Calculate the freight at [illegible] class for 15 BCNs from point 'A' to point 'C'.
(c) Total freight = (a) + (b).

Illustration-II



If 25 BCNs are booked from point 'A' and 15 BCNs are booked from point 'B' and are combined to form full rake at point 'C' and move upto point 'D', the freight would be worked out as under:

(a) Calculate the freight at [illegible] class for 25 BCNs from point 'A' to point 'D'.
(b) Calculate the freight [illegible] class for 15 BCNs from point 'B' to point 'D'.
(c) Total freight = (a) + (b).

Illustration-III

A (25 BCNs) B(1[illegible] C(40 BCNs)

If 25 BCNs are booked from [illegible] and 15 BCNs are booked from point 'B' and two parts of the rake are combined [illegible] which is moved upto the destination point 'C', then the freight would be worked out

(a) Calculate the freight at [illegible] class for 25 BCNs from point 'A' to point 'C'.
(b) Calculate the freight at [illegible] class for 15 BCNs from point 'B' to point 'C'.
(c) Total freight = (a) + (b)

The freight for a Two point rake [illegible] 'C' to two points 'B' and 'A', in the reverse direction, will be calculated at [illegible] the same manner as given above.

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