



EAST COAST RAILWAY

Office of the
Principal Chief Operations Manager
Bhubaneswar.

MEMORANDUM

No: ECoR/ Rake allotment Policy/34A

Date: 23.02.18

Sub: General guidelines for Allotment/Supply of rakes at Paradeep port, Vizag port, Dhamra port and Gangavaram port.

In addition to the Preferential Traffic Order issued by Railway Board and earlier Memorandums issued for procedure of allotment/supply of the rakes at **Paradeep port, Vizag port, Dhamra port and Gangavaram port**, the following general guidelines will also be followed.

1. Under Priority 'C', the Core sector will be given priority over the Non-Core sector.
2. In core sector, the preference will be given in the following order.
 - (a) IPP (Independent Power Plants) - Sanction obtained from Director (RM), Railway Board, Kolkata.
 - (b) CBT Customer (Steel Plants under SAIL, TISCO, IISCO, RINL, NINL and JSPL/Kirodimal Nagar) - Sanction obtained from Director (RM), Railway Board, Kolkata.
 - (c) Integrated Steel Plants having capacity of 1 MTPA - Sanction obtained from Director (RM), Railway Board, Kolkata.
 - (d) CPP (Captive Power Plants) of various Industries. Sanction obtained from Director (RM), Railway Board, Kolkata.
 - (e) Other Industries in Core sector- Sanction obtained from Director (RM), Railway Board, Kolkata.
 - (f) Allotment/supply to IPPs, CBT steel plants and Integrated steel plants is to be decided on the basis of the demand, availability of rakes, unloading facility at the destination terminal, loading potential of the consignor, restriction if any, route congestion, CC/Non CC rakes, validity of BPC of rakes and other operational feasibility and not on the basis of exclusive seniority.
3. In Other category (i.e. Limestone, Dolomite, Clinker, Gypsum, Bauxite etc), proportionate allotment/supply will be given across these commodities to ensure continuity of movement of raw materials to various plants.
4. Allotment/supply of rakes for loading of Fluxes for CBT customers will be under 'CBT' category but not under 'Others commodities' category.
5. In case of multiple number of indents available in seniority for single destination in 'Noncore' and 'Others' categories, allotment/supply of rakes will be made on the principle of 'One rake for One destination on every 4th day'.
6. Traffic offered for destinations over 700Kms will be given priority within the same classification. In case of multiple indents for the destinations over 700Kms under Noncore and other category, the allotment will be on direction wise seniority.
7. This Memorandum supersedes the memorandum issued on the subject on 02.02.2018
This issues with the approval of PCOM with immediate effect.

(S.K. Mishra)

Chief Freight Transportation Manager

Copy to:

PEDTT (M), ED/Coal, Railway Board, New Delhi for information

DRM/KUR-WAT for information and necessary action.

Chairman- Vizag Port/Paradeep Port for information and necessary action.

CEO- Dhamra Port/Gangavaram Port for information and necessary action.

Sr.DOM/KUR-WAT for information and necessary action.



EAST COAST RAILWAY

Office of the
Principal Chief Operations Manager
Bhubaneswar
Date: 23.02.2018

No: ECoR/OPTG/Rake Allotment/Policy/PRDP/43

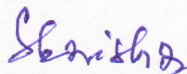
MEMORANDUM

Sub: Procedure for allotment of rakes at Paradeep port.
Ref: 1. This office Memorandum No. ECoR/OPTG/COAL POLICY/34A dated 06.09.16.
2. Paradeep Port Trust letter No: TD/TM/GEN-58 (X)/ dated 15.02.2018

Procedure for allotment of rakes was issued vide this office Memorandum No: ECoR/OPTG/COAL POLICY/34A dated 06.09.16. In order to maximize loading at Paradeep port in the present scenario, the following system of allotment is issued to be followed at Paradeep port in supersession to the earlier memorandum mentioned under reference-1.

1. Indents will be maintained separately for dedicated sidings and common user sidings.
2. For dedicated railway sidings, there is no need of regulation of allotments. However Railways will give indicative loading numbers or give restriction message if loading is to be regulated depending upon the situation.
3. Separate seniority of indents will be maintained for each of the common user sidings, namely Sdg-2, Sdg-4/5, Route-3 and Route-7 as mentioned in the PPT's letter under reference-2. The system of Rotational allotment/supply for the above common user sidings will be followed on the basis of seniority of demand to ensure continuity in loading of coal and other raw materials to all customers.
4. In case of multiple number of indents available in seniority for single destination in 'Noncore' and 'Others' categories, allotment/supply of rakes will be made on the principle of 'One rake for One destination on every 4th day'.
5. Traffic offered for destinations over 700Kms will be given priority within the same classification. In case of multiple indents for the destinations over 700Kms under Noncore and other category, the allotment will be on direction wise seniority.

This will come into effect from **01.03.2018**.
This issues with the approval of PCOM


(S.K. Mishra) 28/02/18
Chief Freight Transportation Manager.

Copy to:

1. PEDTT (M) and ED/Coal, Railway Board, New Delhi.
2. Chairman, Paradeep Port trust for information and necessary action.
3. DRM/KUR and Sr. DOM/Khurda Road for information and Necessary Action.
4. Area Manager, Paradeep for information and Necessary action.



EAST COAST RAILWAY

Office of the
Principal Chief Operations Manager
Bhubaneswar.
Date: 23.02.18

ELOR
No: /OPTG/Rake allotment Policy/VZP/44A

MEMORANDUM

Sub: Procedure for allotment of rakes at Visakhapatnam Port.

Ref: Sr.DOM/WAT letter No- WTL/1/Policy/Allotment dated 09.02.18

- Allotment/supply of open wagons at Vizag port is being done at mechanical loading terminals like **VGCB, Adani, VSPL, CFVS** and other manual loading terminals. However day to day loading at Vizag port is being decided on the basis of route congestion (main line as well as RV line) and availability of Diesel/Electric traction. Hence, keeping the above issues in view, it has been decided to maintain seniority of indents at Vizag port on direction wise under the five following terminal heads.

(i) VGCB. (ii) Adani terminal (iii) VSPL (iv) CFVS (v) All manual terminals taken as one.

- The seniority of indents at all the above loading terminals will be maintained under following directions.
 - Indents for the traffic towards **SCR** direction
 - Indents for the traffic towards Raipur direction via **RVH**.
 - Indents for the traffic terminating in **SBP** division and for the traffic via **JSGR**.
 - Indents for the traffic towards **KGP** direction.
 - Indents for the traffic terminating in **KUR** division.
 - Indents for the traffic terminating in **WAT** division.

However, customers of RV direction, if willing to route their traffic via longer route and willing to pay for the same i.e. via DVD-BPQ, will be treated with seniority under indents towards SCR direction

- In order to ensure that all the loading terminals are utilized properly as per their loading potential, allotment/supply of rakes will be given as per the following distribution and the time period for achieving the same will be on fortnightly basis from the beginning of the month.

VGCB-45%	VSPL-30%	Rest of the terminals-25%
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- In order to liquidate the indents in all three categories namely, Core, Noncore and Others, allotment/supply of rakes will be given as per the following distribution and the time period for achieving the same will be on fortnightly basis from the beginning of the month

5. Core-60%	6. Non-Core-20%	7. Others-20%
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- In case of multiple number of indents available in seniority for single destination in 'Noncore' and 'Others' categories, allotment/supply of rakes will be made on the principle of **'One rake for One destination on every 4th day'**.
- Traffic offered for destinations over 700Kms will be given priority within the same classification. In case of multiple indents for the destinations over 700Kms under Noncore and other category, the allotment will be on **direction wise seniority**
- Priority in allotment/supply of rakes will be accorded for the indents for the traffic terminating in WAT division and also for the traffic to MVAA siding depending upon the pipeline and day to day restriction as the empties generated there, are utilized in WAT division.
- This Memorandum supersedes the memorandum issued on the subject on 01.02.2018
This issues with the approval of PCOM with immediate effect.

(S.K. Mishra)

Chief Freight Transportation Manager

Copy to:

- PEDTT (M), ED/Coal, Railway Board, NDLS for information.
- Chairman, Visakhapatnam Port Trust for information and necessary action.
- DRM-WAT & Sr.DOM/WAT for information and necessary action.



EAST COAST RAILWAY

Office of the
Principal Chief Operations Manager
Bhubaneswar.

MEMORANDUM

No: ECoR/ Rake allotment Policy/MGPV/47

Date: 23.02.18

Sub: Procedure for allotment/supply of rakes at Gangavaram Port.
Ref: Sr.DOM/WAT letter No- WTL/1/Policy/Allotment dated 09.02.18

The following procedure will be followed for allotment/supply of rakes at Gangavaram port (MGPV)

1. Seniority of indents will be maintained under the following three categories.

Core	Non-Core	Others
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2. In each of the above categories, the seniority of indents will be maintained under the following directions.

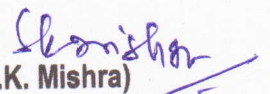
- (a) Indents for the traffic towards **SCR** direction
- (b) Indents for the traffic towards Raipur direction via **RVH**.
- (c) Indents for the traffic terminating in SBP division and the traffic via **JSGR**.
- (d) Indents for the traffic towards **KGP** direction.
- (e) Indents for the traffic terminating in **KUR** division.
- (f) Indents for the traffic terminating in **WAT** division.

However, customers of RV direction, if willing to route their traffic via longer route and willing to pay for the same i.e. via DVD-BPQ, will be treated with seniority under indents towards SCR direction

3. In order to liquidate the indents in all the three categories, allotment/supply of rakes will be done in the following proportion and the time period for achieving the same will on *fortnightly basis from the beginning of the month*.

Core-60%	Non-Core-20%	Others-20%
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4. In case of multiple number of indents available in seniority for single destination in 'Noncore' and 'Others' categories, allotment/supply of rakes will be made on the principle of **'One rake for One destination on every 4th day'**.
5. Traffic offered for destinations over 700Kms will be given priority within the same classification. In case of multiple indents for the destinations over 700Kms under Noncore and other category, the allotment will be on **direction wise seniority**.
6. Priority in allotment/supply of rakes will be accorded for the indents for the traffic terminating in WAT division and also for the traffic to MVAA siding depending upon the pipeline and day to day restriction as the empties generated there, are utilized in WAT division.
7. This Memorandum supersedes the memorandum issued on the subject on 01.02.2018
This issues with the approval of PCOM with immediate effect.


(S.K. Mishra)

Chief Freight Transportation Manager.

Copy to:

1. PEDTT (M), ED/Coal, Railway Board, NDLS. For information and necessary action.
2. DRM-WAT for information.
3. CEO, Gangavaram Port Ltd., for information and necessary action.
4. Director (Commercial)/ Gangavaram Port Ltd. for information and necessary action.
5. Sr.DOM/WAT for information and necessary action.