

EAST COAST RAILWAY

Office of the  
Principal Chief Commercial Manager  
1<sup>st</sup> Floor, Rail Sadan  
C.S.Pur, Bhubaneswar-17  
Date:29.01.2021

Commercial Circular No.37(G)/2021

**Sub:** Policy on Programming of Iron Ore Traffic.

**Ref:** Railway Board's letter No.2007/TT-III(S)/32/16 dated 29.10.2007, circulated to Divisions vide letter No.CCM/FS/RG-I/Commodity/Iron Ores/7/Pt.I dated 14.11.2007..

\*\*\*\*

A copy of Railway Board's letter No.2020/TT-III/32/4 dated 15.01.2021 regarding "Policy on Programming of Iron Ore Traffic" is enclosed herewith for information and necessary action.

All concerned to note and act accordingly.

Authority: Railway Board's letter No. 2020/TT-III/32/4 dated 15.01.2021.

Encl: As above (04 pages).



(P.P.Sinha)  
Asst.Commercial Manager(FS)  
For Pr.Chief Commercial Manager

No.PCCM/RG-I/Ores/Pt.VI

Date:29.01.2021

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

Copy for information and necessary action to the:-

**COM:** ECoR/SER/SECR/NR/NFR/ER/SR/SCR/WR/NER/CR/SWR/NCR/NWR/WCR/ECR/KRly.  
**.SDGM/ECoR/BBS, Chairman/RCT/BBS, Dy.CVO/ECoR/BBS, Dy.COM(FOIS)/ECoR/BBS, PO/RCT/BBS, CAO(FOIS)/NDLS, Audit officer/IBBS. Rates Section /CCM/ECoR/BBS -10 sets**  
**DRM:** KUR,WAT,SBP/ECoR, **Sr.LOM-** KUR,WAT,SBP/ECoR, **CAO(FOIS), CRIS/NDLS Sr.DCM**  
**:KUR,WAT/SBP/ECoR. Dy.CCM(Claims)/E.Co.Rly, FA & CAO:E.Co.Rly, FA & CAO(T)/ECoR/BBS**  
**Traffic Manager:** VZP, Paradeep Port Trust / Paradeep.



(P.P.Sinha)  
Asst.Commercial Manager(FS)  
For Pr.Chief Commercial Manager

05 Pages

①

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

**No. 2020/TT-III/32/4**

**New Delhi, Dated: 15-01-2021**

The General Managers,  
All Indian Railways.

Sub: Policy on Programming of Iron Ore Traffic.

Ref: Railway Board's letter No. 2007/TT-III (S)/32/16  
dated 29.10.2007

-----

The policy on 'Programming of Iron Ore Traffic' has been revised and will be called 'Iron-ore Policy, 2021'. The same is enclosed herewith for information and necessary action. This policy will come into effect from 10.02.2021

Please acknowledge receipt.



(Anshu Malik)  
Joint Director, Traffic Trans/F  
Railway Board

Encl: As above

**No. 2020/TT-III/32/4**

**New Delhi, Dated: 15-01-2021**

Copy forwarded for information and necessary action to:

1. The FCOMs, All Indian Railways.
2. The FCCMs, All Indian Railways
3. CAO/FOIS/CRIS, Chanakyapuri, New Delhi.
4. Director General, National Academy of Indian Railways, Vadodara.
5. The Director (Rail Movement), Eastern Railway House, 17 N.S. Road, Kolkata.



(Anshu Malik)  
Joint Director, Traffic Trans/F  
Railway Board

Encl: As above

Copy to:  
AM(T), AM(C), EDTT(Coal), EDTT(F), EDTC(R), ED(FM).

SL No. 37(G)/2021  
05 pages

②

## Policy on programming of Iron-ore traffic, 2021

----

### **Introduction:**

A policy regarding Iron Ore Programming was issued by Railway Board on 29.10.2007. With the passage of time and changing dynamics of iron and steel scenario in the Country many clarifications/modifications to 2007 policy were issued over the years. Over last few years several developments have taken place like withdrawal of dual freight policy, introduction of GST, duplication of scrutiny of large number of documents by EDRM office which is already done by other Govt Agencies, dispensing with the classification of different types of steel producers as integrated, mini etc by Ministry of Steel. Demands and representations were also being received from trade and Zonal Railways to review the existing policy. Besides, Steel industry works in a very competitive environment and production of steel is critically dependent on transportation of iron and other raw materials. Accordingly, after examining all the issues and with the aim to promote domestic manufacture of steel under Atmanirbhar Bharat Scheme and to maximize iron-ore loading, Iron-ore Policy has been revised with an attempt to attune the policy on iron ore to the present day needs. It is intended to set clear guidelines on how to fully meet the requirement of customers by leveraging infrastructure facilities available at loading and unloading ends to the fullest. The aim of policy is also to reassure customers that Railways is fully committed to meet the complete requirement of transportation of iron ore customers provided adequate infrastructure is available/created at both loading and unloading ends. On its part, Railways itself will continue to strive to improve its public sidings at loading/unloading end and work closely with Ports to make the unloading efficient and to enhance capacity at Ports. Railways will also work with the customers to create adequate infrastructure by way of Private sidings and PFTs.

### 1. Main Policy Guidelines

- a) Existing categorisation on the basis of customer's profile into CBT/Non CBT customers henceforth is being done away with. Old and new plants will be treated similarly as far as allotment/loading of rakes is concerned.
- b) Priority of movement of Iron Ore will be on the basis of availability of Railway infrastructure developed by the customer for loading/unloading and the nature of movement between various types of sidings with a view to incentivising development of railway infrastructure of iron ore such that it is realigned in favour of customer; having infrastructure to handle loading/unloading in their private

SL No. 37(G)/2021  
05 pages

③

sidings. Assured allotment in supply of wagons is therefore to be given to such customers who have invested in private terminals.

- c) Categories of Priority: Customers owning steel /Pig Iron/Sponge Iron/pellet/sinter plants can be categorized into three groups such as C<sup>+</sup> customers, C Customers and C<sup>-</sup> customers. Customers having their own private sidings at both loading as well as unloading ends shall be classified as C<sup>+</sup> category. Customers with private siding at either loading or unloading end shall be classified into C category. Other Customers without any private siding of their own, who totally rely on public goodsheds/sidings, shall be grouped into C<sup>-</sup> category. The Preferential Traffic schedule (PTS) shall be accordingly revised.

Traffic Pattern	Priority to be accorded
When iron-ore traffic is loaded from customer's own private siding to his own private siding at unloading end for domestic manufacture.	C <sup>+</sup>
When iron-ore traffic is booked from one end to the other and customer is having his own private siding at one end for domestic manufacture.	C
When manufacturer moves iron ore traffic from goods shed to other goods shed for domestic manufacture.	C <sup>-</sup>
Iron-ore traffic not eligible under priority C <sup>+</sup> or priority C or priority C <sup>-</sup> . This will include all export traffic.	D

Note:

- Priority C<sup>+</sup> will get preference over priority C which will get preference over priority C<sup>-</sup>.
  - Co-users of private sidings cannot be treated as owners of such terminals and will not get preference admissible to owners of Private sidings.
  - Common user terminals in ports will be treated as Good Shed.
- d) Customers desirous of moving traffic under any of above mentioned priorities will approach Zonal Railways for updating information in RAS such as name of manufacture, consignor name, consignee name, siding name and code, PFT name code etc. RAS will generate preferences i.e., priority C<sup>+</sup>, C, C<sup>-</sup> and D based on the logic and information fed into the system within the framework outlined here.
- e) Export traffic will be booked under priority D. To differentiate rail-cum-sea traffic used for domestic steel making from export traffic, the former should be

accompanied by a self-declaration that such traffic is meant for domestic consumption and the consignor will be held responsible for any wrong declaration, if any, submitted to Railways.

- f) Customers are free to choose the loading/unloading points or combinations thereof for moving their traffic as per need. No permission is required to be obtained for choosing such combinations. The priority will automatically apply as per the classification outlined at 1(c) above. Any type of customer can move traffic under priority D as per his requirement.
- g) Pellet and sinter traffic will move under priority 'D'.

2. General Policy Guidelines:

- a) Customers wanting to move their traffic under any priorities will ensure that they have procured, transported and utilized materials as per rules and regulations of Central and State Governments. For lapses, customers will be liable to be taken up as per the law of land and railway will stand indemnified for any such lapses committed by customers. Apart from this zonal railway (PCOM) will reserve the right to initiate suitable penal action including black listing for at least 3 months.
  - b) The customer is free to place indents for contractual traffic (GPWIS) as per their requirement.
  - c) Customers will be allowed to have the facility of rake diversion, rebooking and short of destination delivery with approval from Railway Board subject to extant commercial regulations/formalities being complied with.
  - d) A manufacturing plant is permitted to dispatch low grade fines or iron ore rejects generated during the process of manufacturing under priority D to any destination. Self-declaration will have to be submitted that such movement does not violate in any manner the law of the land and Railway will not be held responsible for any wrong doing by the customer.
  - e) The registration for iron ore/pellet indents should be enhanced to Rs.2 lakhs to ensure that inflated indents are minimized.
3. The revised iron Ore Policy will be called 'Iron-ore Policy 2021'.
  4. CRIS should undertake updation of the new iron-ore in RAS accordingly.
  5. This new Iron Ore Policy will supersede all existing guidelines pertaining to the movement of iron ore rakes.
  6. This will take effect from 10.02.2021.

\*\*\*\*\*

(File No.2020/TT-III/32/4)

SL No. 37(G)/2021  
05 Pages

5