



## EAST COAST RAILWAY

Office of the  
Principal Chief Operations Manager  
Bhubaneswar-751016

No. ECoR/Optg/Bangladesh Traffic Loading Policy/101

**Dated:** 14.12.2020

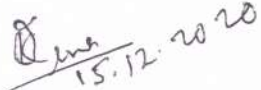
**Sub:** Guidelines for supply of rakes for loading of export traffic to Bangladesh.

In supersession of earlier instructions on loading of quota traffic to Bangladesh, following revised instructions are issued to be implemented with effect from **January 2021** with the objective of ensuring –

- a) Transparency,
  - b) Rotation of loading points,
  - c) Equal opportunity to all customers, and
  - d) Prevention of misuse of public goods shed and undue monopoly.
- 1) For each destination of Bangladesh, one independent rotational cycle will operate covering various loading points over ECoR.
  - 2) Rotational cycle will move from one terminal to other on the basis of seniority of indents. Only oldest indent of each goods shed will be considered for moving each rotational cycle from one terminal to other. To begin with, for each rotational cycle, seniormost indent of the zone will be picked up followed by the second senior most loading point and so on.
  - 3) In one loading point, only one supply will be given for a particular destination during the month of quota loading. Next supply will be given to another station having senior most indent after the station where supply has already been given during the month.
  - 3.1) In a month, if more than one rake for each Bangladesh destination come to the turn of a particular loading point, only one indent for each destination will be picked up and rest of the destinations will be supplied at other loading point(s) having senior most indent(s) after the said loading point.  
  
Example: In a particular month, if two rakes for BEN, one rake for DSN and two rakes for RIP come to the turn of a particular loading point say, Belsonda, one indent for each destination (i.e., one for BEN, one for DSN and one for RIP) will be picked up for loading at Belsonda and rest of the destinations (i.e., one for BEN and one for RIP) will be supplied to the loading point(s) having seniormost indents after Belsonda.
  - 4) Since quota for Bangladesh is released on the basis of already registered indents, fresh indents registered in the same month of loading will not be considered for supply.

- 5) In the course of rotational cycle, indents registered in the same month of loading will not be picked up for dispatch. Turn of such stations will be bye-passed and the rotational cycle will move to other stations having older indents registered in previous month(s).
- 5.1) In case older indents are not available in any location, fresh indents of the loading month will be considered for supply on the basis of seniority.
- 6) In case ODR of few stations happen to be same date, the station's full name appearing first in alphabetical order will be considered and so on.
- 7) Once the rotational cycle is completed by covering all goods sheds, fresh cycle will start from the terminal having the oldest registered indent.

This policy may be reviewed from time to time depending upon the changed dynamics of traffic to Bangladesh, which is covered under quota system by Ministry of Railways.

  
15.12.2020  
(P.K. Jena)

Principal Chief Operations Manager

**Copy to:**

- 1) PCCM/ECOR/BBS – for information.
- 2) DRMs – KUR, SBP & WAT : for information.
- 3) Sr.DOMs & Sr.DCMs – KUR, SBP & WAT : for information and necessary action.