

WESTERN RAILWAY INTRODUCED VARIOUS INCENTIVE SCHEMES FOR FREIGHT TRANSPORTERS TO BOOST FREIGHT EARNINGS

Western Railway has introduced various incentive schemes to attract freight transporters to tie up with Railways for transportation of their goods & parcels. Looking at the overall market scenario and based on the existing traffic pattern, such schemes result in a win-win situation for the customers as well as for Railways. However, due to segregated rules available on Indian Railways Website, it becomes difficult for the stakeholder, especially for those who are presently not directly affiliated with Railways and even for the existing customers to know the various facilities available for them being provided by Railways.

According to a press release issued by Western Railway, with a view to provide ease of business to the customers and to garner additional volume of traffic and revenue to the railways, Freight Incentive Schemes are in existence for transportation of freight through Railways. Except for Station to Station Rates and Long term Tariff Contract, all the incentives/ benefits are provided at the Goods shed itself based on the traffic offered and the scheme guidelines. Hence, in order to educate the public about the initiatives by Railways, some of the major schemes available for transportation of goods through Railways are outlined below:

1. Station To Station Rates (STS):

This scheme was introduced in the year 2016 and is applicable to a specific stream of traffic of a particular commodity for movement between a specific pair of originating and destination stations/ points. Both incremental and New traffic gets a discount of maximum 30% and Container traffic can get up to 15% after crossing Benchmark Net Tonne Kilometres (NTKM), which is the average NTKM of the corresponding period of previous 24 months. The percentage discount is over the Normal Tariff Rate (NTR) and given on RR (Railway Receipt). The agreement should be for a maximum of three years and not less than one year and is admissible to block rake, two point/multi point and mini rakes. However, commodities with classification below Class 100, Coal and Coke, iron ore, Military traffic, POL and RMC are excluded under this scheme. To avail benefit under the scheme, the desirous customer will have to submit application to Divisional Railway Manager of the concerned Division with full details of traffic offered, pair of station between which traffic is offered along with details of previous year traffic if any.

2. Liberalised Automatic Freight Rebate Scheme on traffic booked in Traditional Empty Flow Direction (TEFD):

This scheme has been introduced in terms of the Rates Circular No. 08 of 2020 dated 22.4.20. Minimum traffic offered should be half rake of permitted stock. Rebate for certain commodities mentioned will be granted only after crossing the monthly benchmark. Discount in freight is offered from the first rake itself, except for certain specified commodities. The rebate is granted automatically on freight for notified streams of inter-zonal and intra-zonal traditional empty flow direction, subject to fulfilment of certain criteria. Freight shall be charged at Class LR1 for trainload and Class 100 for wagon load. Commodities such as all types of iron ore, coal and coke, Petroleum, Oil, Lubricants (POL), Railway Material Consignments (RMC), Military traffic and commodities under Class-LR2 and LR3 are restricted. Also, Short lead traffic of less than or equal to 200 kms are not eligible.

3. Long Term Tariff Contract (LTTC):

This scheme was introduced vide Rates Circular No.14 of 2017 dated 30.03.2017. Customers assuring long term traffic get assurance of certainty in tariff rates as well as freight rebate on fulfilment of certain conditions. A Customer already loading/giving traffic of atleast 1 Million Tonnes per annum in the previous year (outward or both outward and inward) are eligible. New customer (first time to Railways) is also eligible, if commitment is given of loading traffic of more than 3 Million Tonnes over the entire agreement period of three years with atleast 1 Million Tonne during the first year. Customer availing rebate under STS, Freight Forwarder Scheme and short lead traffic as well as commodities with Class below 100, Coal and Coke, Iron Ore, Military traffic, POL, RMC, Container and Automobile traffic are not eligible. Net freight after rebate shall not be less than freight of Class-100. If both consignor and consignee are under LTTC, consignor will be given rebate. The agreement shall be for minimum 3 years and not more than 5 years. Rebate shall be granted as per the graded rebate structure given by Board either as refund immediately within 45 days after completion of each year or through freight adjustment in freight during the next year. Graded discount on the entire traffic is granted based on the quantum of percentage increment over the accepted benchmark starting from more than 5% increment getting 1.5% rebate and more than 100% increment getting maximum 35% rebate. New Traffic shall be eligible for a flat 2.5% rebate on GFR. From second year rebates as per the rebate structure will be applicable. To enter into contract under this scheme, the desirous customer will have to submit application to Principal Chief Commercial Manager of the concerned Zonal Railway with full details of traffic to be offered along with details of previous year traffic if any. The customer can have agreement with single Zonal Railway or if desire can also have multi Zonal Railway agreement with application at single Zone also.

4. Freight Forwarder Scheme:

This scheme is covered under the Rates Master Circular for Freight Incentive Scheme dated 16-06-2015 in order to facilitate cargo aggregation and expand the commodity basket of Railways. A Freight Forwarder is permitted to load one/two commodities in any number of wagons for which Train Load rate would be charged at applicable Class rate. A customer is also allowed to load more than two commodities upto 10 wagons for which a Composite Class rate of 120 would be charged. The scheme benefit will not be available for lead less than 700 Kms. The restricted commodities include Coal & its variants, Coke & its variants, POL, RMC, Iron Ore, Traffic moved in privately owned wagons (including OYWS, WIS/ LWIS), traffic in ports, container traffic, Military traffic and Marine gypsum. For loading more than 2 commodities in a wagon, all types of ores and minerals, cement, foodgrain, chemical manures, iron and steel will be restricted. Under this scheme, for traffic on notified traditional empty flow direction, indent of less than full rake size is also acceptable. For covered and flat wagons minimum 20 wagons and for BOX wagons, indent of 30 wagons can be accepted.

5. Relaxation for loading of Steel pipes through Railways:

The Rates Master Circular for Permissible carrying capacity -2020 issued on 01.05.20 stipulates relaxation for loading of Steel pipe of diameter more than 16 inch, the charging which will be for 50 Tonnes only or actual whichever is more and for diameter less than or equal to 16 inch or mixed with both will be charged for 63 Tonnes (61 Tonnes for Excepted CC + 6 route) or actual weight whichever is more per wagon. This is permitted for loading in BOST wagons. Declaration regarding diameter of steel pipe has to be done by the customer in the forwarding note.

6. Relaxation for loading of Petcoke through Railways:

The Rates Master Circular for Permissible carrying capacity – 2020 issued on 01.05.20 & corrigendum 2 to RMC issued on 25.06.20 deals with the charging of petcoke when loaded in these wagons will be for tonnage as mentioned under:

Wagons:

BOXN: 63 Tonnes

BOXNHL: 68 Tonnes (66 Tonnes for Excepted CC + 6 route)

BOXNHS : 63 Tonnes

This scheme is permitted for loading in BOXN, BOXNH & BOXNHS wagons.

7. Concession for non-refined Salt for human consumption through Railway:

This scheme is stipulated in Rates Circular No. 8 of 2006.

- Concession in graded form for above 1000 kms ***with minimum freight as prescribed.***

| | | |
|---------------|-----|--|
| 1001 – 1600- | 10% | Not less than 1000 Kms freight |
| 1601 – 2300- | 15% | Not less than 10% concession freight of 1600 Kms |
| 2301 – 3000- | 20% | Not less than 15% concession freight of 2300 Kms |
| 3001 & above- | 25% | Not less than 20% concession freight of 3000 Kms |
- Concession shall be granted on production of a certificate issued by the office of the Salt Commissioner or his authorized agents about the nature and category of salt along with Forwarding Note by the consignor under priority 'D' or 'C' as the case maybe.
- Concession will apply to both ordinary refined iodised salt and ordinary non-refined salt meant for iodisation.
- Not applicable to various varieties of refined salt, branded refined salt, free flowing saltable salt, vacuum salt, etc

8. Freight Incentive Scheme for loading bagged consignment in open & flat wagons:

This scheme was introduced vide Rates Circular No.27 of 2016 dated 20.10.2016 to garner additional volume of traffic and revenue. It is applicable only to trainload traffic. 20% discount on Normal Tariff Rate (NTR) for commodities mentioned in the circular and 30% discount on Urea. Minimum chargeable freight should not be less than NTR of Class - LR1. Commodities to be loaded in standard bags of size upto a maximum of 2.5 tonnes only in Open wagons. For Flat wagons commodities to be loaded in standard bags of upto a maximum of 100 kgs. Not applicable to traffic for less than or equal to 100km. Customer to give undertaking on F/Note giving consent for loading in Open and Flat wagons, and that they will bear the full risk of damage/pilferage of consignment.

9. Freight Incentive Scheme For Loading of Fly Ash:

This scheme was Introduced vide Rates Circular No. 09 of 2020 dated 08.05.2020 in order to generate additional loading of Fly Ash and to ensure improved utilization of rolling stock, which came into effect from 10.05.20. This scheme is applicable only on train load. 40% concession on Normal Tariff Rate of applicable class for fly ash loaded in Open & Flat wagons. Customer has to give undertaking on F/Note giving consent for loading in Open and Flat wagons, and that they will bear the full risk of damage/pilferage of consignment. Fly ash loaded in covered wagons will be charged at Class LR1.

- **Concurrent Concessions:**

- a) Freight concession granted to North East region shall be concurrently available.
- b) When transported in TEFD stream, the lower of the two NTRs shall be charges.
- c) For LTTC, the revenue actually paid to IR will be taken for calculation of AGFR.

10. Round Trip Traffic (RTT):

This is a newly introduced scheme vide Rates Circular No.11 of 2020 dated 05.06.2020 to provide advantage to Rail transportation over Road and which came into effect from 01.07.2020. This scheme is also applicable only to block rakes. Customer commits to offer traffic in the return direction back to originating station from either the destination station or any point within 200kms of the destination station. No charging for rake movement from destination to point of return direction traffic within 200 Kms. Such traffic for outward and return will be charged at lower of the applicable class rates between the outward and return traffic. If the outward and return traffic both have same applicable class of charging then flat concession of 10% will be provided for return traffic. The rate benefit will be given on the Railway Receipt of the return direction. Applicable, only if the loading in return direction begins within 24hrs of the release of the outward rake at destination. All Port terminals and sidings are covered under this scheme. Minimum chargeable after all concession not to be below Class 100.Freight rebate under assisted siding policy, wagon investment policy, and terminal development scheme can be given concurrently with RTT.

11. Short Lead Traffic:

This is another newly introduced scheme vide Rates Circular No. 16 of 2020 for granting slab wise concession in charging of freight. This is applicable for all traffic except “Coal & Coke, Iron Ore, Military Traffic, Rail Material Consignments (RMC) and Container Traffic” and for traffic booked upto 100 kms only. This scheme is Effective from 01.07.20 up to 30.06.2021.

Concession on Normal Tariff Rate (NTR) :

Distance:

- 0 to 50Kms – 50%
- 51 to 75Kms – 25%
- 76 to 90 Kms – 10%

12. Long Lead Traffic:

This scheme is also introduced recently vide Rates Circular No. 15 of 2020 and Effective from 01.07.20. This scheme entails granting slab wise concession to attract additional traffic in certain long leads by offering competitive freight pricing. Commodity wise, distance wise extent of concession are defined. This is also applicable for Train Load traffic only and will be effective up to 30.06.2021.

Concession on Normal Tariff Rate (NTR).

| | | |
|------------------|---------------------------|------|
| ● Coal & Coke – | Above 1400 Kms – | 20% |
| ● Iron & Steel – | Above 1600 Kms – | 20%. |
| ● Iron Ore – | Above 700 upto 1500 Kms – | 15% |
| | Above 1500 Kms – | 20%. |

Western Rly has invited all interested parties to partner with Rlys and avail these customised offers and schemes. These schemes have been designed especially for freight transporters and W. Rly requests them to come forward and grab these attractive schemes. For further specific details of these schemes, the Rates Circulars as mentioned above can be accessed on the below mentioned link:

http://www.indianrailways.gov.in/railwayboard/view_section.jsp?id=0,1,304,366,555

पश्चिम रेलवे पर मालभाड़ा आमदनी बढ़ाने हेतु ट्रांसपोर्टर्स के लिए की गई अनेक प्रोत्साहन योजनाओं की शुरुआत

पश्चिम रेलवे द्वारा फ्रेट ट्रांसपोर्टर्स को उनके माल एवं पार्सलों के परिवहन हेतु रेलवे से जुड़ने के लिए आकर्षित करने के दृष्टि से अनेक प्रोत्साहन योजनाओं की शुरुआत की गई है। मौजूदा यातायात पैटर्न के आधार पर और समग्र बाजार की स्थिति को देखते हुए यह योजनाएं ग्राहकों के साथ-साथ रेलवे के लिए भी फायदेमंद हैं। भारतीय रेल वेबसाइट पर उपलब्ध अलग-अलग नियमों के कारण स्टैकहोल्डर के लिए यह कठिन हो जाता है, विशेषतः उन स्टैकहोल्डरों के लिए जो वर्तमान में रेलवे से सीधे सम्बद्ध नहीं हैं। इसके साथ ही, मौजूदा ग्राहकों को भी यह जानना ज़रूरी है कि रेलवे द्वारा उनके लिए कौन-कौन सी सुविधाएं उपलब्ध कराई जा रही हैं ?

पश्चिम रेलवे द्वारा जारी एक प्रेस विज्ञप्ति के अनुसार ग्राहकों को व्यापार में आसानी होने और अतिरिक्त यातायात एवं रेलवे के राजस्व में वृद्धि की दृष्टि से रेलवे के ज़रिए माल परिवहन के लिए मालभाड़ा प्रोत्साहन योजनाओं को उपलब्ध कराया गया है। स्टेशन टू स्टेशन रेट और लॉग टर्म टेरिफ कॉन्ट्रैक्ट के अतिरिक्त सभी प्रोत्साहन / हित को प्रदान की गई यातायात और योजना दिशा-निर्देशों के आधार पर गुड्स शेड में उपलब्ध कराया गया है। अतः रेलवे द्वारा की गई पहल के बारे में लोगों को जानकारी देने के लिए रेलवे के ज़रिए माल परिवहन हेतु उपलब्ध कुछ बड़ी योजनाओं के बारे में नीचे जानकारी दी जा रही है।

1. स्टेशन से स्टेशन दरें (एसटीएस):

यह योजना वर्ष 2016 में शुरू की गई और यह आरंभिक एवं गंतव्य स्टेशनों / प्वाइंटों की विशिष्ट जोड़ी के बीच संचलन हेतु किसी विशेष वस्तु के विशेष प्रकार के यातायात के लिए लागू है। वृद्धिशील यातायात और नए यातायात दोनों को निर्धारित नेट टन किलोमीटर (एनटीकेएम) पार कर जाने के बाद अधिकतम 30% तक छूट प्राप्त होती है एवं कंटेनर यातायात को 15% तक की छूट मिल सकती है जो पिछले 24 माह की इसी अवधि का औसत एनटीकेएम है। छूट प्रतिशत नॉर्मल ट्रैफिक रेट (एनटीआर) से अधिक होती है और रेलवे रसीद (आर आर) पर दी जाती है। करार, अधिकतम 3 वर्षों के लिए होना चाहिए और एक वर्ष से कम नहीं होना चाहिए और ब्लॉक रेक, टू पॉइंट / मल्टीपाइंट एवं मिनी रेकों के लिए होना चाहिए। तथापि, श्रेणी 100 के नीचे के वर्गीकरण वाली वस्तुओं, कोयला एवं कोक, लौह अयस्क, सैन्य यातायात, पी ओ एल एवं आरएमसी को इस योजना के अंतर्गत नहीं लिया गया है। योजना के अंतर्गत लाभ उठाने हेतु इच्छुक ग्राहक / उपभोक्ता को संबंधित मंडल के मंडल रेल प्रबंधक को अपना आवेदन प्रस्तुत करना होगा जिसमें

ऑफर किए गए यातायात, स्टेशनों की जोड़ी जिनके बीच यातायात ऑफर किया गया है और पिछले वर्ष के यातायात, यदि है, उसका पूरा विवरण शामिल होगा।

2. ट्रेडिशनल (परंपरागत) एम्टी फ्लो डिरेक्शन (टीईएफडी) में बुक किए गए यातायात पर उदारीकृत स्वतः मालभाड़ा छूट योजना:

यह योजना दिनांक 22.04.2020 के दर परिपत्र संख्या 8 के अनुसार शुरू की गई है। ऑफर दिया गया न्यूनतम यातायात, अनुमत स्टॉक का आधा रैक होना चाहिए। उल्लेख की गई कुछ वस्तुओं के लिए छूट, मासिक बेंच मार्क को पार करने के बाद ही दी जाएगी। मालभाड़ा में छूट कुछ विशिष्ट वस्तुओं को छोड़कर पहले रैक से ही दी जाती है। इंटर-ज़ोनल और इंट्रा-ज़ोनल ट्रेडिशनल एम्टी फ्लो डिरेक्शन की नोटिफाइड स्क्रीन के लिए पर छूट स्वतः ही दी जाती है बशर्ते कि निर्धारित मानदंड पूरे किए गए हों। गाड़ीभार के लिए श्रेणी एवं आर1 पर और वैगन भार के लिए श्रेणी 100 पर मालभाड़ा प्रभार किया जाएगा। सभी प्रकार के लौह अयस्क, कोयला एवं कोक, पेट्रोलियम, ऑयल, लुब्रिकेंट्स (पीओएल), रेल सामग्री परेषण (आर एम सी), सैन्य यातायात तथा श्रेणी एवं आर 2 एवं एल आर 3 के अंतर्गत आने वाली वस्तुएं प्रतिबंधित हैं। इसके अलावा, 200 किलोमीटर के बराबर अथवा उससे कम दूरी के यातायात के लिए पात्रता नहीं रखते हैं।

3. लॉग टर्म टैरिफ कॉन्ट्रैक्ट (एल टी टी सी) :

यह योजना दिनांक 30.03.2017 के दर परिपत्र संख्या 14 - 2017 द्वारा शुरू की गई। लंबी अवधि के यातायात का आश्वासन देने वाले ग्राहकों को कुछ निश्चित शर्तों को पूरा करने पर मालभाड़ा में रियायत के साथ-साथ टैरिफ दरों में निश्चितता का आश्वासन दिया जाता है। पिछले वर्ष के दौरान न्यूनतम 1 मिलियन टन प्रति वर्ष का पहले से ही लदान करने वाले / यातायात देने वाले [जावक अथवा जावक और आवक दोनों] ग्राहक इसके लिए पात्र हैं। नया ग्राहक [रेलवे में पहली बार] जो पहले वर्ष के दौरान कम से कम 1 मिलियन टन के लदान सहित 3 वर्षों की कुल करार अवधि में 3 मिलियन टन से अधिक के यातायात लदान का वचन देता है, वह भी इस योजना हेतु पात्र है। एसटीएस, फ्रेट फॉरवार्डर स्कीम और क्लास -100 से नीचे की वस्तुएं कोक, आयरन और मिलिट्री ट्रैफिक, पी ओ एल, आर एम सी, कंटेनर और ऑटोमोबाइल ट्रैफिक के साथ-साथ शॉर्ट लीड ट्रैफिक के अंतर्गत रियायत का लाभ लेने वाले ग्राहक इस योजना हेतु पात्र नहीं हैं। रियायत के बाद कुल मालभाड़ा क्लास - 100 के मालभाड़े से कम नहीं होगा। यदि कंसाइनर और कंसाइनी दोनों ही एलटीटीसी के अंतर्गत शामिल हैं, तो कंसाइनर को रियायत दी जाएगी। यह करार न्यूनतम 3 वर्ष और अधिकतम 5 वर्ष के लिए होगा। रियायत की मंजूरी बोर्ड द्वारा दिए गए ग्रेड रिबेट स्ट्रक्चर के अनुसार की जाएगी जो या तो प्रत्येक वर्ष की समाप्ति के बाद 45 दिनों के अंदर तत्काल धनवापसी के तौर पर की

जाएगी अथवा अगले वर्ष के दौरान मालभाड़ा में मालभाड़ा समायोजन द्वारा दी जाएगी। समग्र यातायात पर ग्रेडेड डिस्काउंट स्वीकृत बेंचमार्क पर प्रतिशत वृद्धि की मात्रा के आधार पर मंजूर किया जाता है जो 5% से अधिक की वृद्धि पर 1.5% की रियायत और 100% से अधिक की वृद्धि पर अधिकतम 35% की रियायत होती है। नया यातायात जी एफ आर पर 2.5 प्रतिशत के एक समान रियायत हेतु पात्र होगा। दूसरे वर्ष से रियायतें 'रिबेट स्ट्रक्चर' के अनुसार लागू होंगी। इस योजना के अंतर्गत कॉन्ट्रैक्ट में शामिल होने के लिए ग्राहक को संबंधित जोनल रेलवे के प्रमुख मुख्य वाणिज्य प्रबंधक को आवेदन प्रस्तुत करना होगा जिसमें उसे पिछले वर्ष के यातायात, यदि कोई हो, का पूर्ण विवरण देते हुए वर्तमान में ऑफर किए जाने वाले यातायात का पूर्ण विवरण देना होगा। ग्राहक किसी एक जोनल रेलवे के साथ भी करार कर सकता है अथवा इच्छुक हो तो किसी एक जोन में आवेदन करके कई जोनल रेलों के साथ भी करार कर सकता है।

4. फ्रेट फॉरवार्डर स्कीम:

कार्गो एकत्रीकरण एवं रेलवे के कमोडिटी बास्केट में वृद्धि करने की सहूलियत हेतु इस योजना को दिनांक 16.06.2015 की फ्रेट इंसेंटिव स्कीम के लिए रेलवे मास्टर सर्कुलर के अंतर्गत कवर किया गया है। एक फ्रेट फॉरवार्डर को एक / दो कमोडिटी को कितनी भी संख्या के वैगनों में लदान करने की अनुमति है जिसके लिए देय श्रेणी दर पर ट्रेन लदान शुल्क देना होगा। एक ग्राहक को 10 वैगनों तक दो सामग्री के लदान की भी अनुमति प्रदान की गई है जिसके लिए 120 के एक संयोजित श्रेणी दर शुल्क देना होगा। 700 किलोमीटर से कम दूरी के लिए इस योजना का लाभ उपलब्ध नहीं होगा। प्रतिबंधित सामग्रियों में कोयला तथा इसके प्रकार, कोक एवं इसके प्रकार, पीओ एल, आर एम सी, लौह, निजी स्वामित्व वाले वैगन में माल यातायात, बंदरगाहों पर यातायात, कंटेनर यातायात, सैन्य यातायात तथा समुद्रिक जिप्सम शामिल है। एक वैगन में 2 से अधिक सामग्रियों में सभी प्रकार के अयस्क एवं खनिज, सीमेंट, अनाज, रासायनिक खाद, लौह एवं इस्पात प्रतिबंधित रहेगी। इस योजना के अंतर्गत अधिसूचित परंपरागत रिक्त दिशा के यातायात हेतु पूर्ण रेक साइज़ से कम के मांग पत्र भी स्वीकार्य हैं। कवर एवं फ्लैट वैगनों के लिए कम से कम 20 वैगन तथा बॉक्स वैगनों के लिए 30 वैगनों के मांग पत्र स्वीकार किए जा सकते हैं।

5. रेलवे के माध्यम से स्टील पाइपों की लदान में छूट:

अनुमेय वहन क्षमता- 2020 के लिए दिनांक 01.05.2020 को जारी रेट्स मास्टर सर्कुलर में 16 इंच से अधिक व्यास के स्टील पाइप के लदान हेतु निर्धारित रियायत के अनुसार केवल 50 टन का शुल्क अथवा वास्तविक, जो अधिक हो, तथा 16 इंच के बराबर या कम व्यास अथवा दोनों के मिश्रित हेतु 63 टन (अपेक्षित सी सी हेतु

61 टन + 6 रुट) का शुल्क लगेगा अथवा प्रति वैगन वास्तविक वजन जो अधिक हो। यह बीओएसटी वैगनों के लदान हेतु अनुमेय है। ग्राहकों को फारवर्डिंग नोट में स्टील पाइपों के व्यास से संबंधित घोषणा पत्र देना होगा।

6. रेलवे के माध्यम से पेट कोक की लदान में छूट:

दिनांक 01.05.2020 को जारी किए गए हनुमत वह क्षमता के लिए रेट्स मास्टर सर्कुलर 2020 और 18 256 2020 को जारी किए गए r-l-c से संबंधित दो सिद्धि पत्रों में दर्शाए अनुसार इन दिनों में पेट को का लदान किए जाने पर पेट कोट का प्रभाव चंदभान के लिए निम्नानुसार होगा:-

वैगन

बीओएक्सएन: 63 टन

बीओएक्सएन एच एल: 68 टन (सी सी को छोड़कर 66 टन +6 रुट)

बीओएक्सएन एच एस: 683 टन

इस योजना को बीओएक्सएन, बीओएक्सएन एच एस, बीओएक्सएन एच एस वैगनों में लदान के लिए अनुमति है।

7. रेलवे के माध्यम से मानव उपभोग हेतु नॉन रिफाइंड नमक के लिए रियायत:

यह योजना दर परिपत्र संख्या 8,2006 के अंतर्गत निर्धारित है।

- न्यूनतम भाड़ा के साथ 1000 किलोमीटर से अधिक के लिए क्रेडिट रूप में रियायत दर निम्नानुसार है
- नमक आयुक्त के कार्यालय अथवा उसके प्राधिकृत एजेंटों द्वारा नमक के प्रकार और कोटि के बारे में जारी किए गए प्रमाण पत्र और प्राथमिकता 'डी' अथवा 'सी' के अधीन कंसाइनर द्वारा अग्रेषित नोट के साथ, जैसा कि मामला हो, प्रस्तुत करने पर रियायत दी जाएगी।
- साधारण रिफाइंड आयोडीन युक्त नमक और आयोडाइजेशन के लिए साधारण नॉन रिफाइंड नमक दोनों पर लागू होगी।
- रिफाइंड नमक, ब्रांडेड रिफाइंड नमक, फ्री फ्लोइंग टेबल साल्ट, वैक्यूम साल्ट आदि की विभिन्न किस्मों पर लागू नहीं है।

8. ओपन तथा फ्लैट वैगनों में बैगड कंसाइनमेंट की लदान के लिए मालभाड़ा प्रोत्साहन योजना:

यह योजना यातायात राजस्व की अतिरिक्त वृद्धि के लिए दिनांक 20.10. 2016 के दर परिपत्र संख्या 27, 2016 के अंतर्गत जारी की थी। यह केवल ट्रेन लोड यातायात के लिए लागू है। परिपत्र में उल्लिखित वस्तुओं के लिए सामान्य यातायात दर (एनटीआर) पर 20% और यूरिया पर 30% की छूट दी है। न्यूनतम प्रभार्य भाड़ा क्लास - एलआर 1 के एनटीआर से कम नहीं होना चाहिए। केवल

ओपन वैगनों में अधिकतम 2.5 टन तक की साइज़ के मानक बैगों में वस्तुओं को लोड किया जाना है। फ्लैट की वैगनों की वस्तुओं को अधिकतम 100 किलोग्राम तक के मानक बैगों में लोड किया जाना है। 100 किलोमीटर से कम या उसके बराबर के यातायात के लिए लागू नहीं है। ग्राहक ओपन और फ्लैट वैगनों में लोडिंग के लिए सहमति देने वाले फॉरवर्डिंग नोट पर अंडरटेकिंग हेतु कंसाइनमेंट की क्षति / चोरी का पूरा जोखिम का स्वयं वहन करेंगे।

9. फ्लाई एश की लदान के लिए मालभाड़ा प्रोत्साहन योजना:

रोलिंग स्टॉक की उपयोगिता सुधार सुनिश्चित करना और फ्लाई एश के अतिरिक्त लदान उत्पन्न के क्रम में दिनांक 08.05.2020 के 2020 के दर परिपत्र संख्या 9 द्वारा इस योजना को शुरू किया गया जो 10.05.2020 से लागू हो गया। यह योजना ट्रेन लदान के लिए ही लागू है। ओपन तथा फ्लैट वैगन में लदान की गई फ्लाई एश हेतु सामान्य यातायात दर (नॉर्मल टैरिफ रेट) पर 40% रियायत लागू होगी। कस्टमर को एफ / नोट पर घोषणा पत्र देना होगा कि वह ओपन तथा फ्लैट वैगन में लदान हेतु अपनी सहमति दे रहा है तथा परेषिति (कंसाइनमेंट) की क्षति / चोरी के पूरे जोखिम को वहन करेगा। कवर्ड वैगन में लदान की गई फ्लाई एश को क्लास एल आर 1 पर चार्ज किया जाएगा।

**** समवर्ती रियायत**

ए) उत्तर पूर्वी क्षेत्र में प्रदत्त मालभाड़ा रियायत साथ साथ उपलब्ध रहेगी।

बी) टीईएफडी स्ट्रीम में परिचालित करते समय 2 एनटीआर के लोअर को चार्ज किया जाएगा।

सी) एल टी टी सी हेतु भारतीय रेलवे को भुगतान किए जाने वाले वास्तविक राजस्व को ए जी एफ आर की गणना हेतु लिया जाएगा।

10. राउंड ट्रिप ट्रैफिक (आरटीटी):

सड़क की तुलना में रेल परिवहन के लाभ की व्यवस्था हेतु दिनांक 05.06.2020 के 2020 के दर परिपत्र संख्या 11 द्वारा इस नई योजना की शुरुआत की गई जो दिनांक 01.07.2020 से प्रभावी हो गई। यह योजना ब्लॉक रैक के लिए भी लागू होगी। गंतव्य स्टेशन या गंतव्य स्टेशन के 200 किलोमीटर में किसी पॉइंट से प्रारंभिक स्टेशन तक वापसी की दिशा में ग्राहक मालभाड़ा को ऑफर करता है। 200 किलोमीटर की सीमाएं गंतव्य से रिटर्न पॉइंट के वापसी दिशा में एक मूवमेंट हेतु चार्जिंग नहीं होगी। बहिर्यात्रा और वापसी यात्रा हेतु ऐसे मालभाड़ा को बहिर्यात्रा तथा वापसी मालभाड़ा के लिए लागू दरों में से कम चार्ज किया जाएगा। यदि वापसी तथा बहिर्यात्रा दोनों के लिए समान चार्ज लागू हो तो वापसी यात्रा के लिए फ्लैट 10% की रियायत दी जाएगी। वापसी दिशा की रेलवे रसीद पर दर लाभ दिया जाएगा। यह लागू होगा यदि गंतव्य स्थान पर बहिर्यात्रा रैक के रिलीज़ के 24 घंटे की सीमा में

वापसी दिशा में लदान शुरू हो जाए। सभी पोर्ट टर्मिनल तथा साइडिंग को इस योजना में शामिल किया जाएगा। सभी रियायतों के बाद न्यूनतम चार्ज क्लास 100 से कम नहीं होना चाहिए। असिस्टेड साइडिंग पॉलिसी, वैगन इन्वेस्टमेंट पॉलिसी और टर्मिनल डेवलपमेंट स्कीम के अंतर्गत मालभाड़ा छूट को आरटीटी के साथ साथ दिया जाएगा।

11. शॉर्ट लीड ट्रेफिक:

माल भाड़े के चार्ज में स्लैबवार छूट देने के लिए यह एक नई आरंभ की गई योजना है। 2020 के दर परिपत्र संख्या 16 देखें। यह कोल एंड कोक, आयरन और मिलिट्री ट्रेफिक, रेलवे मटेरियल कंसाइनमेंट (आरएमसी) एवं कंटेनर ट्रेफिक और केवल 100 किलोमीटर तक के लिए बुक किए हुए ट्रेफिक को छोड़कर सभी ट्रेफिक के लिए लागू है। यह योजना 01.07.2020 से 30.06.2021 तक प्रभावी रहेगी।

सामान्य टैरिफ दर (एनटीआर) पर छूट

दूरी

0 से 50 किलोमीटर - 50%

51 से 75 किलोमीटर - 25%

76 से 90 किलोमीटर - 10%

12. लॉग लीड ट्रेफिक:

कृपया 2020 के दर परिपत्र संख्या 15 देखें, यह योजना भी हाल ही में आरंभ की है और दिनांक 01.07. 2020 से प्रभावी है। यह योजना प्रतियोगी मालभाड़ा कीमत प्रदान कर एक निश्चित लॉग लीड में अतिरिक्त ट्रेफिक को आकर्षित करने के लिए स्लैबवार छूट देने की ज़रूरत पर जोर देता है। छूट की सीमा मालवार, दूरीवार निर्धारित की जाती है। यह भी केवल ट्रेन लोड ट्रेफिक के लिए लागू है और 30.06.2021 तक प्रभावी रहेगा।

सामान्य टैरिफ दर (एनटीआर) पर छूट:

कोल एंड कोक - 1400 किलोमीटर से अधिक- 20%

आयरन एंड स्टील - 1600 किलोमीटर से अधिक - 20%

आयरन आर - 700 किलोमीटर से अधिक 1500 किलोमीटर तक- 15%

1500 किलोमीटर से अधिक 20%

पश्चिम रेलवे ने सभी संबद्ध पार्टियों को रेलवे के साथ साझेदार बनने और इन अनुकूलित प्रस्ताव और योजनाओं का लाभ उठाने के लिए आमंत्रित किया है। इन योजनाओं को विशेष रूप से मालभाड़ा ट्रांसपोर्टर्स के लिए डिज़ाइन किया गया है। पश्चिम रेलवे उनसे आगे आने और इन आकर्षक योजनाओं का लाभ उठाने के

लिए अनुरोध करती है। इन योजनाओं के बारे में विशिष्ट जानकारी हेतु उपर्युक्त लिखित दर परिपत्र को निम्नलिखित लिंक पर प्राप्त किया जा सकता है।
http://www.indianrailways.gov.in/railwayboard/view_section.jsp?id=0,1,304,366,555



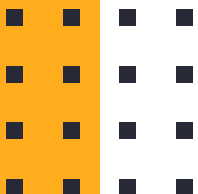
पश्चिम रेलवे
Western Railway

Goods Overview

Mumbai Division, Western Railway

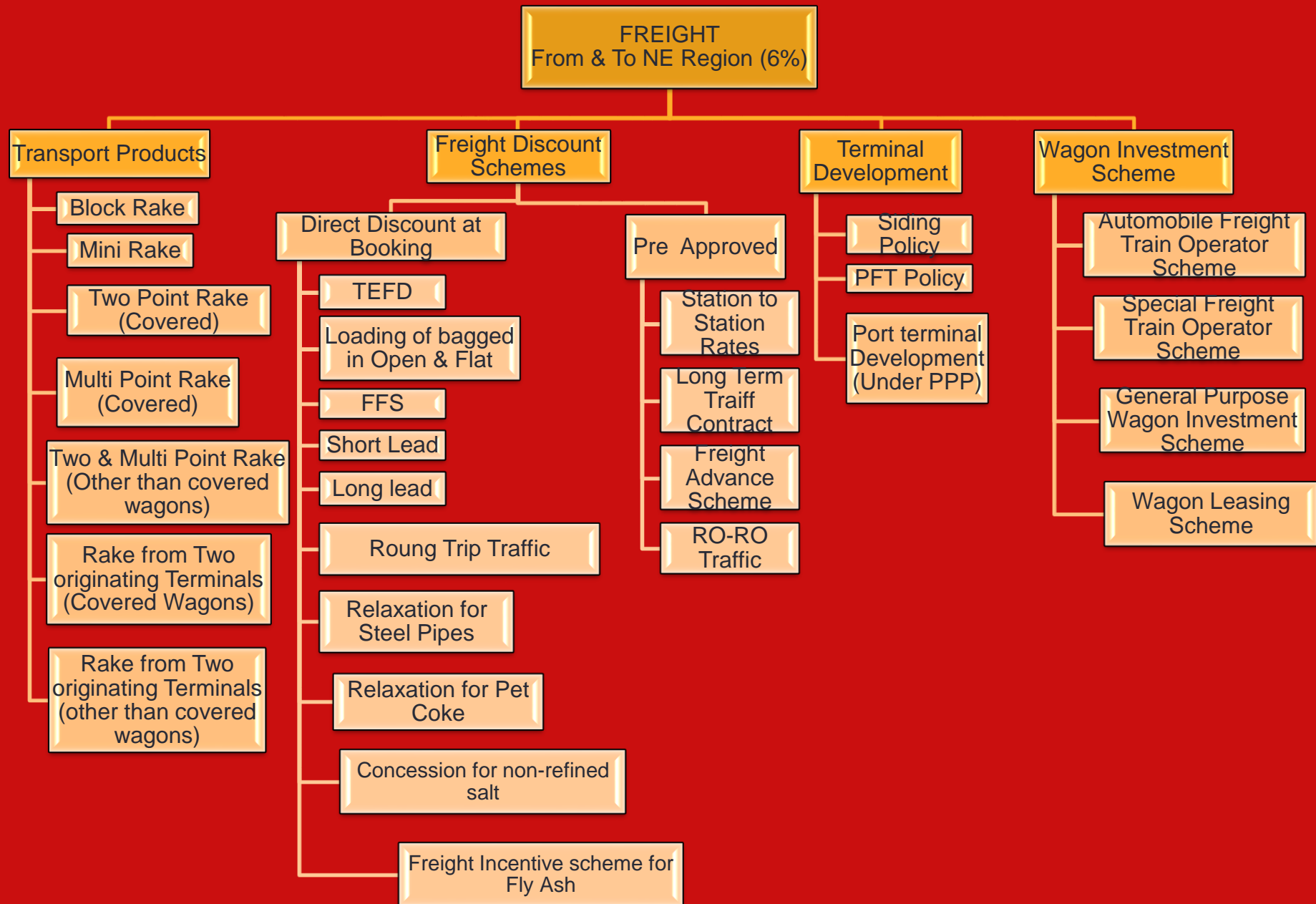
Mumbai Central Division - Jurisdiction

- Churchgate to Surat
- Udhna Jn. – Jalgaon Jn.
- Bilimora Jn. – Waghai
(NG)

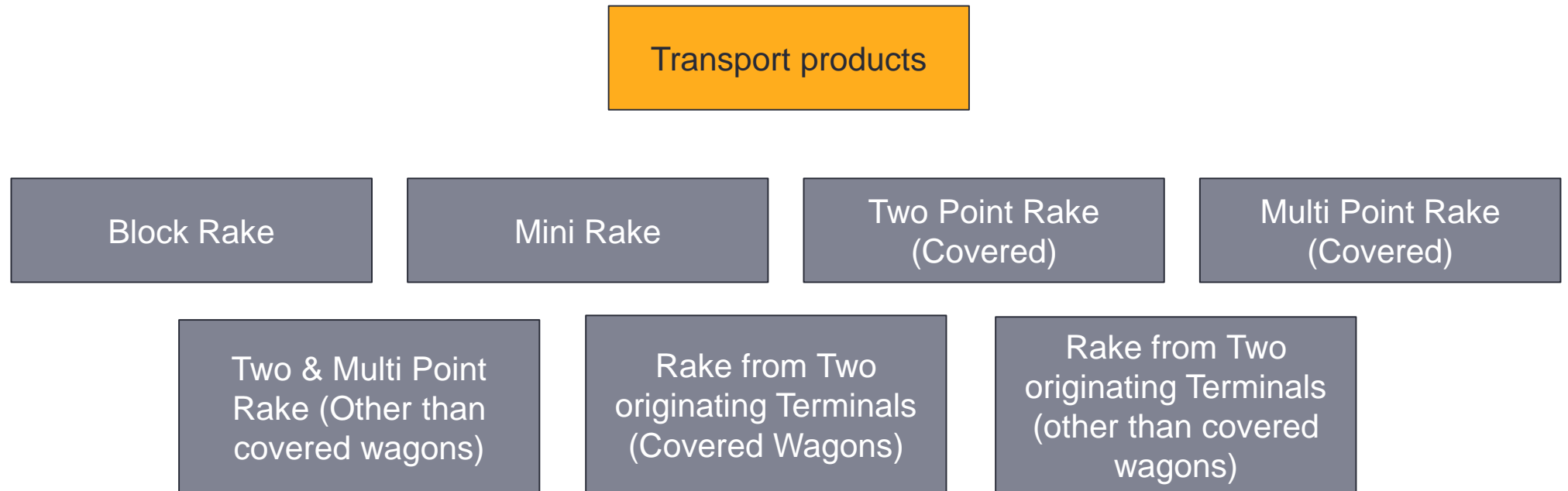


Goods Handling Points

- 12 Goods sheds – JOS (AT), BOR, BNGD, DRD, BL, KEB, ST, UNGU, CHM, BIY, DDE & AN.
- 7 Sidings – FCI – KILE, IOC – BSR, RIL – DRD, ATUL Ltd – ATUL, J. K. Paper Mills – USD, GSECL – USD & IRCON siding-AML.
- 1 PFT – M/s. Navkar Corporation – SJN
- 4 CRT – BNGD, KEB, UNGU & CHM



Transport Products



Block Rakes

1. It is a train carrying wagons for a single destination.
2. The number of wagons constituting a Block Rake for different types of wagons is notified by Railway Board
3. Block Rake with a wagon composition as notified by Railway will be booked at Trainload Class rate.
4. Both the Originating and Destination terminal should be notified as either Full Rake Terminal or Half Rake Terminal.
5. 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.

Block Rakes



Mini Rake (Covered Wagons)

1. This is a short rake composed of lesser number of wagons than specified for a Block Rake.
2. Mini Rakes are permitted only in Covered wagons.
3. Mini Rakes will have a minimum composition of twenty wagons.
4. Mini Rakes can be loaded to and from any notified full or half rake terminal.
5. Free time for loading/unloading of Mini Rakes will be 5 hours.
6. Mini Rakes cannot be loaded with Coal and ores
7. Mini Rake can be loaded for distance up to 1500 km irrespective of intra-zonal or inter zonal traffic and excludes Traditional Empty Flow Direction Traffic.

Two point Rake (Covered Wagons)

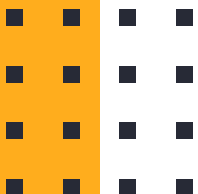
1. This product is available only for Covered wagons.
2. Originating terminal should be a notified full or half rake terminal.
3. Both destination terminals should be a notified full or half rake terminal.
4. Destination terminals & originating terminals should not be more than 500 KM apart in lean season as well as busy season.
5. A minimum of 10 wagons should be loaded for each destination.
6. The total number of wagons indented and loaded must confirm to the Block Rake composition as notified types of wagon by the Railway Board.

Multi Point Rake (Covered Wagons)

1. This product is available only for Covered wagons.
2. Originating terminal should be a notified full or half rake terminal.
3. Each destination terminal should be a notified full or half rake terminal.
4. No two destination terminals can be more than 200 KM apart.
5. A minimum of 10 wagons should be loaded for each destination.
6. 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.
7. A Supplementary charge of 20% will be levied on Base Freight Rates for multi point rakes for the period October to June.

Two And Multi Point Rake (Other Than Covered Wagons)

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. A minimum of 10 wagons should be loaded for each destination
4. 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.
5. 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



Rake From Two Originating Terminals (Covered Wagons)

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/Destination terminal should be a notified full or half rake terminal.
5. Loading of rakes from two terminals can be done only if the two loading terminals are less than 200 KM apart.

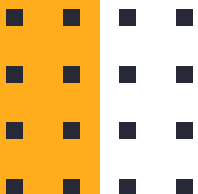
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Rake From Two Originating Terminals (Covered Wagons)

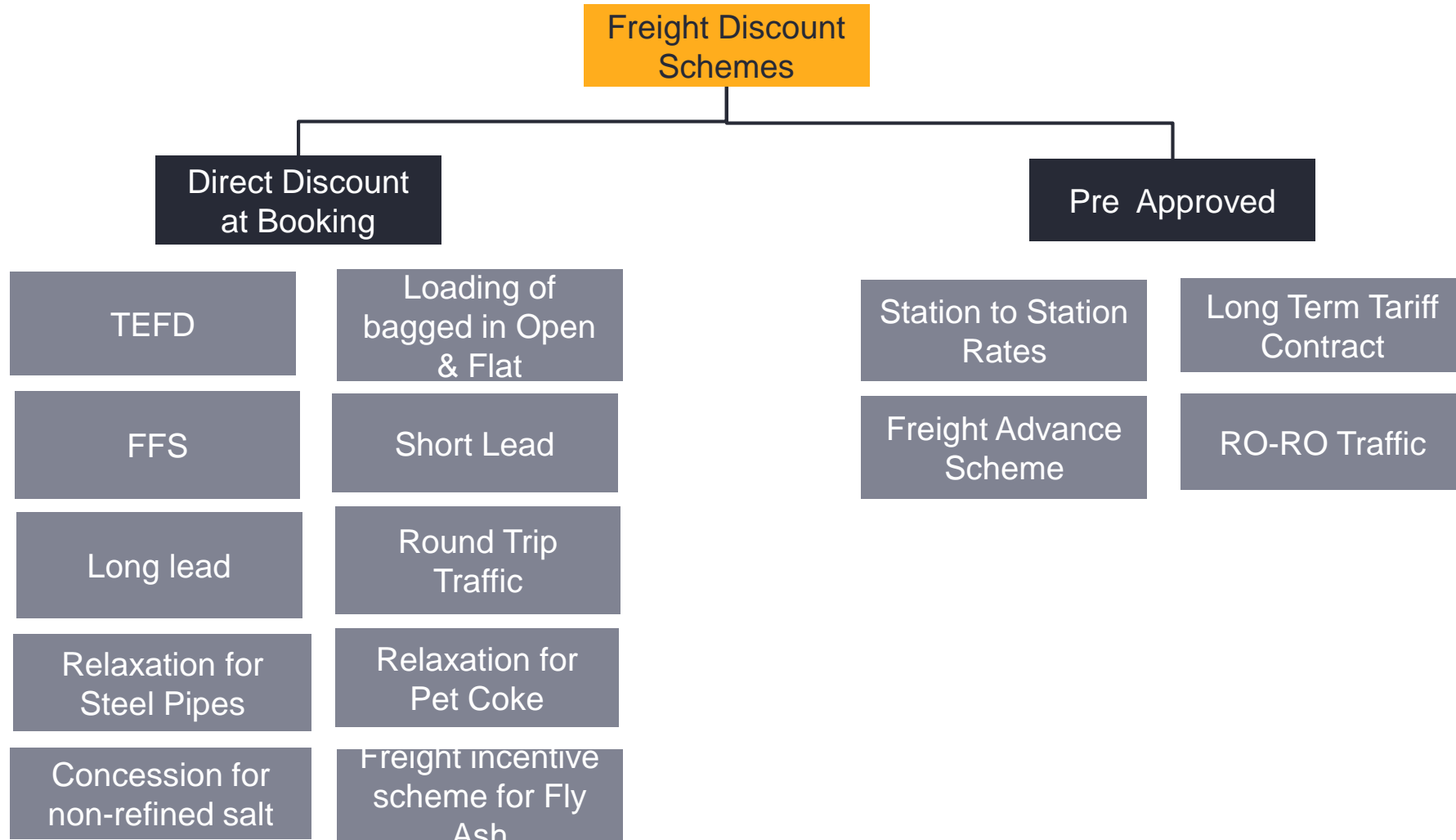
6. A minimum of 10 wagons should be loaded from each originating terminal.
7. The total number of wagons indented and loaded must conform to the Block Rake composition as notified for various types of wagon by the Railway Board.
8. The customer cannot cancel indent at one point after he has started loading at the other point. If he does so, the entire freight will be charged irrespective of loading only one portion of traffic.
9. For the period October to June, a Supplementary charge of 5% on two point rakes will be levied on Base Freight Rates.

Rake From Two Originating Terminals (Other Than Covered Wagons)

1. Two Point combinations from which loading is permitted, are notified.
2. Each originating terminal and destination terminal should be notified as full or half rake terminal.
3. A minimum of 10 wagons should be loaded from each originating terminal



Freight Discount Schemes



Liberalized Automatic Freight Rebate Scheme For Traffic Loaded In Traditional Empty Flow Direction (TEFD)

Objective: Board set up the policy of Liberalized Automatic Freight Rebate Scheme for traffic loaded in Traditional Empty Flow Direction (TEFD) to reduce the empty running ratio on Railways and garner additional revenue for the Railways. The scheme brought in appropriate pricing mechanism on the discount in TEFD. Under this incentive, automatic rebate from the computerized Freight Operating Information System (FOIS) shall become available to the customer offering traffic in inter-zonal/ intra-zonal traditional empty flow direction subject to fulfillment of certain criteria.

Salient Features:

1. Board has notified certain streams under TEFD for both inter-zonal and intra-zonal looking to the flow of empties. Traffic under TEFD can be booked from end to end or from any terminal of the originating division of empty flow stream to any intermediate terminal in the direction of empty flow stream.

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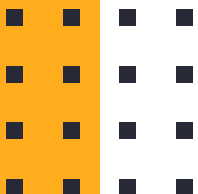
Liberalized Automatic Freight Rebate Scheme For Traffic Loaded In Traditional Empty Flow Direction (TEFD)

2. Freight for all commodities under TEFD shall be charged at Class-LR1 (trainload) and Class-100 (wagon load) if the traffic is booked on the notified O-D pair, except for the commodities mentioned in brackets.
3. For commodities mentioned in brackets, discounted freight at Class – LR1(trainload) and Class-100(wagon load) will be charged after crossing the NTKM benchmark, where the benchmark is total NTKM of that commodity in the O-D pair during the corresponding month of the previous year.
4. Customer does not have to apply for rebate under this scheme as FOIS system shall automatically calculate the chargeable freight.
5. The minimum offer of traffic shall be half rake of the permitted stock.
- ■ ■ 6. No other concession shall be admissible to the traffic booked under this scheme.

Contd.....

Liberalized Automatic Freight Rebate Scheme For Traffic Loaded In Traditional Empty Flow Direction (TEFD)

7. Traffic booked under this scheme shall not be rebooked, diverted or given delivery short of destination, except in case of Force Majeure conditions.
8. Restricted commodities-All types of iron ore, Petroleum, Coal& coke, POL, RMC, chemical manure, Military traffic and commodities under class LR2 & LR3



Incentive Scheme For Loading Of Bagged Consignment In Open And Flat Wagons

Objective: Board brought in an incentive scheme for loading bagged consignment in Open and Flat wagons to capture the traffic of bagged consignments which are being diverted to alternate modes of transport due to short supply of covered wagons. To attract this substantial traffic back to Rail, Board prescribed an incentive for customers loading bagged consignment in Open and Flat wagons.

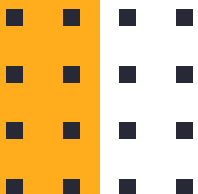
Salient Features:

1. Discount will be granted on Normal Tariff Rate (NTR).
2. 20 % discount on NTR will be granted to traffic of cement, china clay, all types of chemical manures(except rock phosphate), food grains, de-oiled cake, soap stone powder, hydrated limes, quick lime, lead/zinc concentrate, bentonite powder, soda ash, chalk powder, calcite powder, calcinate bauxite, marble chips and caustic soda.

Contd.....

Incentive Scheme For Loading Of Bagged Consignment In Open And Flat Wagons

3. 30% discount on NTR for urea.
4. When more than one bagged consignment are clubbed/loaded in Open or Flat wagons, the applicable freight discount to that consignment may also be granted on pro-rata basis, subject to fulfillment of all other terms and conditions.
5. A customer need not apply for grant of incentive under this scheme. Railways shall give applicable discount on compliance of provisions of the scheme.
6. Commodities should only be loaded in standard bags of up to a maximum of 2.5 tonnes. However, all standard bags of more than 100kgs shall be loaded in open wagons only.



Freight Forwarder Scheme

Objective: The main objective of the scheme is to facilitate cargo aggregation and expand the commodity basket of Railways. There are wide varieties of cargo which cannot be moved in bulk in block rakes due to insufficient volumes. White goods, FMCG (Fast Moving Consumer Goods) products and several high value consignments also require assured supply of wagons and time critical movements. Railways offer speedy, reliable, efficient and economic transport to cargo in this category by aggregating such commodities in trainloads.

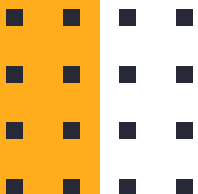
Salient Features:

1. Under this scheme only Goods Shed & PFT are permitted terminals and covered, Flat and BOXN wagons are permitted wagons.

Contd.....

Freight Forwarder Scheme

2. A Freight Forwarder is permitted to load one/two commodities in any number of wagons for which Train Load rate would be charged at applicable Class rate. A customer is also allowed to load more than two commodities upto 10 wagons for which a Composite Class rate of 120 would be charged.
3. Customer does not have to apply for rebate under this scheme as FOIS system shall automatically calculate the chargeable freight.
4. Restricted commodities-Coal & its variants, coke & its variants, POL, RMC, Iron ore, traffic moved in privately owned wagons availing freight concession in any other scheme, traffic in ports, container traffic, Military traffic and Marine Gypsum.



Concession In Freight Charges For Short Lead Traffic

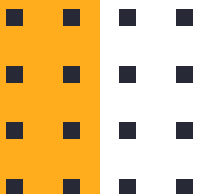
1. Concession in charging freight on Normal Tariff Rate(NTR) for all traffic except Coal & coke, Iron ore(contained in commodity group no. 14 in IRCA Goods tariff no 49 Pt I Vol. II), Military Traffic, RMC and Container traffic booked upto 100 km.
2. Concession offered:

| Distance slab | Freight concession |
|---------------|--------------------|
| 0-50 km | 50% |
| 51-75 km | 25% |
| 76-90 km | 10% |
| 91-100 | Nil |

3. No other concession applicable except 6% concession on freight applicable to traffic booked to and from North East region.

Concession In Freight Charges For Long Lead Traffic

1. Distance based graded concession for transportation of Coal & Coke, Iron & Steel & Iron ore on Normal Tariff Rate(NTR).
2. Does not qualify when discount under liberalized TEFD is availed.
3. No other concession except 6% concession on freight applicable to traffic booked to and from North East region.
4. Actual revenue generated after avail in this concession shall be taken into AGFR under LTTC scheme.
5. Applicable for train load traffic only



Concession In Freight Charges For Long Lead Traffic

Details Of Concession:

| 1. All commodities under Main commodity head | 1. Lead in Km | 1. Extent of concession | 1. Floor Limit: NTR after applying concession shall |
|--|----------------|-------------------------|---|
| 1. Coal & Coke 2. Group 8 of goods tariff) | 1. 0-1400 km | 1. Nil | 1. Not less than the NTR for distance of 1400 km |
| | 1. > 1400 km | 1. 20% | |
| 1. Iron & Steel 2. (Group 12 of Goods Tariff) | 1. 0-1600 km | 1. Nil | 1. Not less than the NTR for distance of 1600 km |
| | 1. > 1600 km | 1. 20% | |
| 1. Iron ore 2. (group 14.1 of goods tariff) | 1. 0-700 km | 1. Nil | 1. Not less than the NTR for distance of 700 km |
| | 1. 701-1500 km | 1. 15% | |
| | 1. > 1500 km | 1. 20% | |

Round Trip Traffic

Introduction: Traffic from road offer customers a discount when assured in both directions. Given the fact that a considerable percentage of railways rakes run back empty after unloading, so as to incentivize/encourage round trip traffic this policy has been made

Schemes:

1. In case any customer(consignor) commits to offer traffic in the return direction i.e., back to the originating station, either from the destination station or from any point within 200 kms of the destination station, then traffic for both outward and return traffic shall be charged at lower of the applicable class rates amongst the outward and return direction traffic, subject to the condition that loading in return direction begins within 24 hours of the release of outward rake at its destination.
2. All terminals except goods shed and PFT. All port terminals are permitted.
3. Applicable for block rakes only

Contd.....

Round Trip Traffic

Restricted Commodities:

1. Iron ore, container, POL, Military traffic, RMC and automobile traffic, LR traffic/ traffic below NTR of class 100.
2. Terms and conditions-
3. Minimum chargeable NTR after all concession should not be below NTR of class 100.
4. No other concession under freight incentive schemes shall be applicable concurrently, other than concession applicable to traffic to and from North-east region.
5. The actual freight charged shall be considered for arriving at Actual Gross freight revenue(AGFR) with respect to Long Term Tariff contract(LTTC) policy)

Contd.....

Round Trip Traffic

Restricted Commodities:

6. Freight rebate or discount under assisted siding policy, wagon investment scheme, terminal development scheme etc. can be concurrently availed as these are not freight incentive schemes.
7. Customer(consignor) has to select the option of RTT scheme at the time of indenting/loading.
8. Consignor for outward and consignee for inward traffic has to be mandatorily same i.e under same customer code. However, consignor can be same in both the directions.
9. Indents under RTT at return points(point B/C) shall get over riding priority for loading .
- ■ ■ ■ 10. In case of operational exigencies, similar rake other than the one loaded at
■ ■ ■ ■ originating point of the round trip may b e supplied by zonal railways for
■ ■ ■ ■ return traffic.
■ ■ ■ ■

Relaxation For Steel Pipes

Permissible carrying capacity of wagon for loading of Steel pipes
Charging of steel pipes when loaded in BOST wagons:

| Type of wagon | Excepted CC+6 routes | Universalized CC+6 routes | CC+8 routes | Loading tolerance |
|---------------|---|--|--|-------------------|
| BOST | 61 tonne(for steel pipe of diameter less than or equal 16 inches) | 63 tonne(for steel pipe of diameter less than or equal 16 inches) | 63 tonne(for steel pipe of diameter less than or equal 16 inches) | 1 tonne |
| | 50 tonnes or actual weight whichever is higher subject to maximum of 61 tonnes(for steel pipes of diameter > 16 inches) | 50 tonne or actual weight whichever is higher subject to maximum of 63 tonnes(for steel pipes of diameter > 16 inches) | 50 tonne or actual weight whichever is higher subject to maximum of 63 tonnes(for steel pipes of diameter > 16 inches) | 1 tonne |

Relaxation For Pet Coke

Permissible carrying capacity of wagon for loading of Pet coke
Charging of petcoke when loaded in BOXN, BOXNHL & BOXNHS wagons:

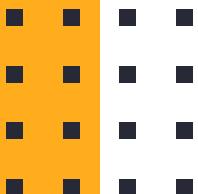
| Type of wagon | Excepted CC+6 routes | Universalized CC+6 routes | CC+8 routes | Loading tolerance |
|---------------|----------------------------|------------------------------|----------------|----------------------|
| BOXN | 63 tonne | 63 tonne | 63 tonne | 1 tonne |
| BOXNHL | 66 tonne | 68 tonne | 68 tonne | 1 tonne |
| BOXNHS | 63 tonne | 63 tonne | 63 tonne | 1 tone |

The above PCC is valid wef 27.06.2020 to 11.10.2020

Concession For Non-refined Salt

Concession in freight rates for booking ordinary non refined salt-

- Graded concession in freight rates for booking of ordinary non refined salt meant for human consumption subject to minimum freight.
- Requires certificate issued by office of salt commissioner.
- Not applicable for various varieties of refined salt, branded refined salt, free flowing salt, table salt etc.



Freight incentive scheme for Fly Ash

Objective :

To generate additional loading of Fly Ash and to ensure improved utilization of rolling stock.

Features of the Policy:

- Freight incentive will be applicable only on train load
- 40% concession on NTR of applicable class for fly ash loaded in Open/Flat wagons. Chargeable freight will be discounted freight @ 40% of applicable class.
- Incentive will be given directly on RR by system, on compliance of conditions.
- ■ ■ ■ Fly ash loaded in covered wagons to be charged at NTR of Class LR1.

Freight incentive scheme for Fly Ash

Concurrent Concession:

- Freight concession granted to North East region shall be concurrently available.
- When transported in TEFD stream, the lower of the two NTRs shall be charged
- For LTTC, the revenue actually paid to IR will be taken for calculation of AGFR.

Conditions

- To be packed in uniform bags of standard size.
- Tarpaulins to be provided by customer, if needed.
- Customer to give undertaking on F/Note giving consent for loading in Open and Flat wagons, and that they will bear the full risk of damage/pilferage of consignment.
- Supply of wagons subject to operational feasibility.

Station to Station Rates (STS)

Objective: To counter the declining share of rail freight and to divert traffic from road and other alternate modes of transport, Railway Board introduced comprehensive guidelines for grant of concession in freight rates under Station-to-Station Rates. The main objective of the policy is to retain the existing levels of earnings and attract additional traffic to rail for generating higher revenues.

Salient Features:

1. Concession on freight will be applicable to a specific stream of traffic of a particular commodity for movement between a specific pair of originating and destination stations/points.
2. Existing as well as New traffic shall be eligible for concession.

Contd.....

Station to Station Rates (STS)

3. Concession will be applicable to cluster of stations at loading point (not more than two stations in the cluster), where cluster is defined as stations/points in close proximity with the maximum distance between the two not exceeding 150kms.
4. Concession on freight shall be granted only on the incremental traffic over and above the benchmark Net Tonne Kilometers (NTKM) where benchmark NTKM is the average NTKMs of the corresponding period of the previous 24 months.
5. Under Section 32, General Manager has been empowered to fix rates between pair of stations.
6. Section 32 in The Railways Act, 198

Power of railway administration to charge certain rates.—Notwithstanding anything contained in this Chapter, a railway administration may, in respect of the carriage of any commodity and subject to such conditions as may be specified,—

Contd.....

a) quote a station to station rate.

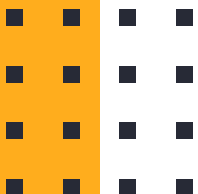
Station to Station Rates (STS)

- b) increase or reduce or cancel, after due notice in the manner determined by the Central Government, a station to station rate, not being a station to station rate introduced in compliance with an order made by the Tribunal;
 - c) withdraw, alter or amend the conditions attached to a station to station rate other than conditions introduced in compliance with an order made by the Tribunal; and
 - d) charge any lump sum rate.
7. The customer can apply for concession on monthly, quarterly, half-yearly or yearly basis at the divisional level.
8. Concession under STS is applicable to block rake, two/multi point rake and Mini rake.

Contd.....

Station to Station Rates (STS)

9. The concession is in the form of percentage discount over Normal Tariff Rate (NTR) and will be given at the time of preparation of Railway Receipt once the benchmark NTKM is crossed.
10. Under STS a maximum discount of 30% can be granted on New and incremental traffic. For retention of traffic a maximum discount of 15 % can be granted.
11. 15% discount can be granted to Container traffic.
12. Agreement can be for a maximum of three years and not less than one year.
13. Restricted Commodities-with classification below class 100, Coal and coke, iron ore, Military traffic, POL & RMC.



Long Term Tariff Contract

Objective: In a first of its kind, Railway Board introduced the policy of Long Term Tariff Contract (LTTC) to provide certainty in the logistics operations, both for the Railways as well as the customers. This scheme was aimed to ensure that the customers entering into long term contracts would bring in guaranteed traffic to Railways. In turn the customers were assured of certainty in tariff rates as well as rebate in freight, on fulfillment of certain conditions. his scheme would bring in long term freight revenue commitments from the customers generating additional traffic volumes and earnings for Railways. Simultaneously, the customers were assured of stability, certainty of freight rates and assured supply of wagons.

Contd.....

Long Term Tariff Contract

Salient Features:

1. The agreement shall not be for less than three years and not exceed for more than five years.
2. The customer can specify his preference for the form of rebate either as refund or freight adjustment during the next year.
3. Rebate under this scheme shall be subject to the MGGFR for that year being met by the customer.
4. Two types of rebate are offered to the customer under this scheme:-
 - a) Rebate on the Actual Gross Freight Revenue (AGFR) will be granted on the basis of percentage incremental growth offered by the customer over and above the Benchmark Gross Freight Revenue (BGFR)
 - b) Rebate on retention of traffic is subject to the customer giving equal to or more than the AGFR of the previous year and will be based upon the slab in which the corresponding absolute quantum of traffic offered by a customer falls. (Slab has been prescribed by Board)

Contd.....

Long Term Tariff Contract

5. Customers already loading or giving traffic of at least One Million Tonnes per annum are eligible to enter into a contract under LTTC. Similarly a new entrant to rail transportation shall also be eligible, provided he commits to offer traffic of more than Three Million Tonne over the entire Agreement period and at least One Million Tonne during the first year itself.
6. The customer with terminals in multiple zones can enter an agreement with each of those Zones, provided he gives traffic of minimum of One Million Tonne per annum to that Zone. If the customer desires to have one agreement for all his terminals, he shall enter into an agreement with the Zone to which he is offering the maximum traffic.
7. The customer desirous of entering into an LTTC agreement needs to apply to the Office of the Principal Chief Commercial Manager of the Zone where he will be signing the agreement. The customer entering into the contract shall furnish Minimum
■ ■ ■ ■ Guaranteed Gross Freight Revenue (MGGFR) with a commitment to increase the
■ ■ ■ ■ freight revenue from the existing level.
■ ■ ■ ■ 8. Restricted commodities-Class below 100, Coal & coke, Iron ore, Military traffic, POL,
■ ■ ■ ■ BMC container & automobile traffic

Freight Advance Scheme

1. Major freight customer to avail tariff certainty against payment of advance freight to Railways.
2. Customer agrees to pay a freight advance in the last quarter of financial year to cover their estimated freight up to the end of next financial year will have the benefit of fixed base freight rate & class of the commodity up to the end of next financial year.
3. **Eligibility**: Minimum annual freight revenue of Rs. 500 crores in previous calendar year. Customer availing e payment facility.
4. **Validity**: Customer can approach from 1stjan to 31st march of calendar year to offer freight advance up to 31st march of following financial year. Agreement valid from 1st April to 31 March of financial year or till exhaustion of freight advance amount or in the event of failure of customer to pay 2nd installment.

Contd.....

Freight Advance Scheme

Conditions:

- a) Customer shall pay railway a minimum of Rs. 500 crore as freight advance including GST & other taxes applicable.
- b) Freight advance committed will be either in one or maximum 2 installments each of minimum 40% of advance committed.
- c) If customer is under Long Term Tariff contract then applicability of revised freight rates & class shall be as per terms & conditions of LTTC policy
- d) The advance amount shall be used only for payment of charges accrued against Railway receipts.
- e) Customer shall have no interest claim on freight advance amount paid.
- f) Only the base freight rate and class of commodity for the customer shall remain fixed at the level prevalent on the date of commencement of agreement

Roll – On Roll – Off

1. Roll-on Roll-off service which remained confined to KRCL system is now being introduced in other parts of the country for providing end to end logistics through multi-modal transportation involving movement of loaded trucks by rail in identified sections.
2. RO-RO (Roll on-Roll off) is a special service which provides facility to transporter to carry their trucks directly from one point to other point through Railways.
3. It facilitates both parties i.e. Railways and transporters.
4. It also helps environment. It would have a direct impact on air quality.
5. This service aims to reduce the carbon emission and congestion on the roads. It is a win-win situation for truckers as well as for the railways as goods will be transported in safe and faster way saving cost on diesel and man days besides reducing the pollution level.

Contd.....

Roll – On Roll – Off

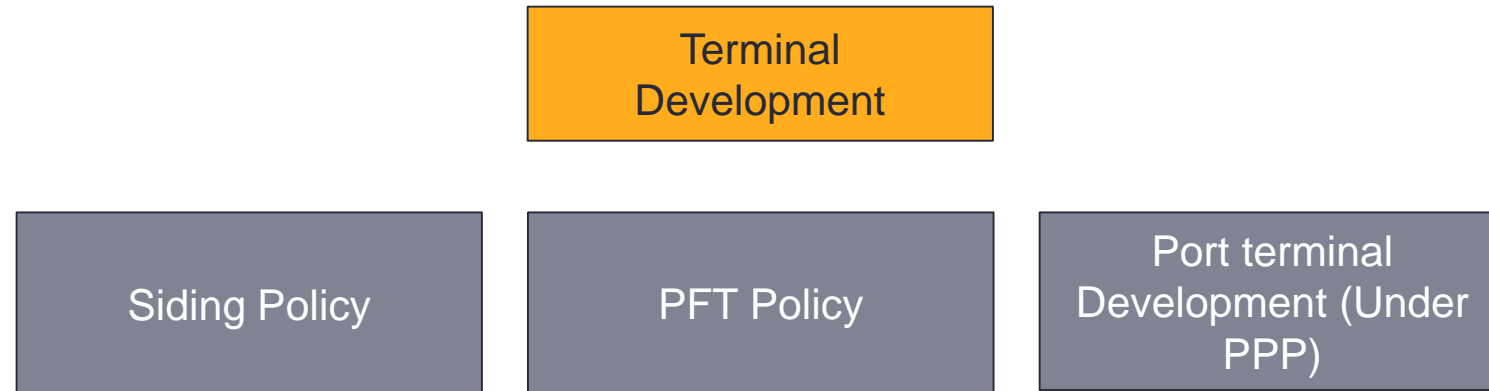
6. RO-RO has helped in seamless transport of commodities from road to rail.
7. The main USP of this service is that this service is totally managed by Konkan Railway Corporation Ltd.(KRCL) who run their own Stock.
8. Hence the issue of timely supply and bringing the traffic to Railways is fully managed by KRCL.
9. Accordingly the cost of running this service is very minimal to Railways, which help railways to quote reasonable rates.
10. In turn rates from Railway become competitive against Road which helps in diverting the traffic from Road to Railways. It has also provided an environment friendly transportation system.

Contd.....

Roll – On Roll – Off



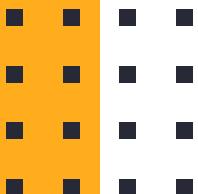
Terminal Development



Siding Policy

Industrial units and factories like to have the facility of booking their outward traffic or receiving their inward traffic at their own premises with a view to avoiding movement of goods by road between factory premises and the railway goods shed and saving heavy expenditure on such transportation by road. To enable industrial establishment to have this facility, the factory or mill premises are connected with the railway yard by a railway line and such rail connection is called railway siding.

Maximum three co users allowed in privately owned siding.



PFT Policy (Private Freight Terminal)

Objectives:

1. Seeks to supplement the in house programm of Railway ministry by opening the area of terminal development with participation of the logistics service providers.
2. Attract traffic moving by road and attain increased rail freight volumes.

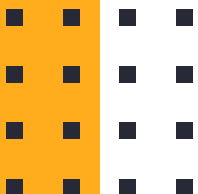
Salient features:

1. Terminal Management Company (TMC) has the right for List of authorized users.
2. All types of wagons & parcel vans including privately owned wagons & containers permitted to run on IR network unless otherwise notified by MOR from time to time.

Contd.....

PFT Policy (Private Freight Terminal)

3. All traffic permitted excluding coal & coke under 'C' priority. Outward loading of Coal & coke under 'D' priority is allowed. Outward iron ore or iron ore pellet traffic is permitted.
4. Reimbursement of Terminal charges @ Rs. 20 per ton levied on other than container traffic
5. Freight terminal, private siding or any other type of goods handling facility on railway owned land is excluded from the applicability



Port Terminal Development (Under PPP)

Participative models for rail-connectivity and capacity augmentation projects.

To strengthen, modernize and expand the IR network the investment requirement is huge.

To attract private capital for accelerated construction of fixed rail infrastructure.

Formulated this participative investment models for its existing shelf of projects and also for new projects.

Will either grant direct permission or go in for competitive bidding for award of concession.

Who can participate:

State governments, Local bodies, Beneficiary industries, Ports, Large import and export companies, Co-operative societies and other body corporate, Infrastructure logistics providers, PIO/overseas corporate bodies (after FIPB clearance), Foreign direct investor (after FIPB clearance), Other investors.

Port Terminal Development (Under PPP)

Advantage to investors:

Opens opportunity for returns from investment in rail projects.

Ensure timely availability of rail structure to the beneficiaries viz. Port, industry and states.

Objectives:

- Supplementing government investment in rail infrastructure projects by private capital flow.
- Involving the states in creation/development of rail infrastructure for the common public good.
- Timely creation of rail transport capacity to avoid supply-demand mismatch.
- Ensuring availability of transport needs consistent with the expected GDP growth of 9%

Port Terminal Development (Under PPP)

Following are the models in the project:

- Non-government railway model
- JV model for operationally necessary/bankable sanctioned/ to be sanctioned railway projects.
- Railway projects on BOT awarded through competitive bidding.
- Capacity augmentation (doubling/3rd line/4th line etc) with funding provided by customers
- Capacity augmentation(doubling/3rd line/4th lineetc) Annutiy model applicability.
- State governments

Wagon Investment Schemes

Wagon Investment
Schemes

Automobile Freight
Train Operator
Scheme

Special Freight Train
Operator Scheme

General Purpose
Wagon Investment
Scheme

Wagon Leasing
Scheme

Automobile Freight Train Operator (AFTO) Scheme

Objective: This policy aims at improvement of IR's modal share in transportation of automobile traffic. apart from increasing IR's modal share in transportation of automobile traffic this policy provides an opportunity to logistics service providers and road transporters to invest in wagons and use advantage of rail transport to tie up with end user and market train services to create a win- win situation for railways and themselves

Salient Features:

1. As automobile sector is one of the fastest growing sectors in India, it is imperative that auto carriers of suitable design and higher throughput are inducted in Indian Railways system to facilitate bulk transportation of automobiles from production clusters to consumption centers.

Automobile Freight Train Operator (AFTO) Scheme

2. Applicant should be:

- A Registered Company In India.
- A Subsidiary Company
- A Joint Venture Company
- A Public Sector Entity In The Business Of Logistics.

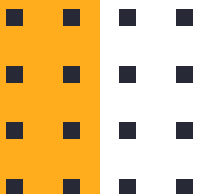
3. Automobile traffic will include passenger cars, two/three wheeler automobile units, mini trucks, tractors, chassis, shells of cars, automobiles moved in CKD condition, automobile verticals i.e. auto ancillaries and auto spare parts.

4. AFTO shall nominate a base terminal from where it will operate so that a base maintenance depot can be nominated by the Railways.

Contd.....

Automobile Freight Train Operator (AFTO) Scheme

5. The agreement shall be with the Nominated Zonal Railway on which such a base depot is situated.
6. After all approvals and before induction of rake AFTO shall sign an agreement with Railway Administration as per a format to be prescribed specifically by MOR.
7. No movement of the rakes shall be permitted prior to the signing of the concession agreement.



Special Freight Train Operator Scheme

1. Opportunity to logistics service provider or manufacturers to invest in wagons & use advantage of rail transportation.
2. Company should have net worth of minimum Rs. 50 Crores or an annual turnover of min Rs. 75 Crores on 31st March of financial year.
3. Commodities : Categorized under 4 categories.
4. Prescribed registration fee to be deposited as per category 1-4.
5. Wagons to be in compliance with applicable IRS design & specifications.
6. Private sidings/terminals & railway Goods sheds permitted for SFTO for loading/unloading.
7. Specified rebate granted.

General Purpose Wagon Investment Scheme

Objective: Looking into Long term demand from railway freight wagon users for better and timely availability of General Purpose Wagons(GPW) it has been decided by Ministry of Railways (MOR) to introduce a scheme for investment in General Purpose Wagons. The main purpose of the scheme is to achieve the growth in freight traffic through private investment in General purpose wagons.(BOX,BOXN,BCN etc.)

Salient Features:

1. Only General Purpose wagons (BOX,BOXN,BCN etc) as approved by RDSO to run over the routes approved by Indian Railways is permitted for private procurement.
2. This wagons can carry multiple commodities without any specific approval from MOR for carriage of commodity like BOX,BOXN BCN etc. however

Gontd

General Purpose Wagon Investment Scheme

3. The rakes inducted under GPW scheme shall not merge in IR pool of wagons and will be distinctly indicated through a colour scheme.
4. The rakes so inducted shall run on pre approved circuits.
5. A rebate of 10% shall be given on the base freight on each loaded wagons. When the end user pays the freight either as consignor or consignee rebate shall be granted on IR itself. Such rebate shall be ordinarily for a period of 15 years subject to cap to the extent of lease charges payable by IR to IRFC for procurement of rolling stock.
6. When the freight is paid by either Consignor or Consignee who is not party to the Agreement under GPWIS with IR then the rebate for the movement of goods shall accrue to the account of the party to the agreement. The payment of such amount shall be made to the party directly based on quarterly reconciliation by the concerned zonal railway with whom the agreement has been signed.
- ■ ■ ■ 7. The above mentioned freight rebate of 10% will be granted in each case on the base freight rate prevailing at the time of booking.

Wagon Leasing Company (WLS)

Objective: The objective of this scheme is to develop a strong wagon leasing market by encouraging third party leasing of wagons, particularly with a view to bring in wagons of better designs. This document lays down the policy for leasing of wagons and their operation on the rail network of Indian railways.

Salient Features:

1. Wagon Leasing Company (WLC) Leasing company engaged in business of procuring wagons and making them available to other business entities.
2. Wagons are leased to the following agencies:
 - End users (for HCW & SPW)
 - Operators (For only such types of wagons as are permitted under concession.

Contd.....

Wagon Leasing Company (WLS)

3. Lessors are Leasing company engaged in the business of leasing wagons to Lessee and Lessee refers to end users, investors under Terminal Management Scheme or operator under concession granted by IR to run trains on IR network.
4. Board has given approval to various parties for procurement of wagons under Wagon leasing Scheme.
5. Following types of wagons may be procured for leasing:
 - High capacity Wagons(HCW)
 - Special purpose wagons (SPW)
 - Wagons for container movement.
6. Lessee will not be permitted to sub-lease the wagons held by him to another agency.
7. Board has communicated the approval of MOR for procurement of 10 rakes of BLCM and 3 rakes of BCACBM wagons with 4% maintenance spares and 13 Brake vans in favour of M/s.APSEZ Ltd. under Wagon Leasing Scheme.

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Demurrage Charges

- Demurrage charge is levied for the detention of rolling stock after the expiry of free time, if any, allowed for such detention.
- Free time for loading and unloading of different types of wagons. The entire group of wagons placed for loading/unloading will be treated as one unit for the purpose of levy of demurrage charge.
- Free time for loading/unloading of wagons at Railway
■ Terminals and private/assisted sidings other than steel plants
■ which do not work on Engine on load basis

Contd.....

Demurrage Charges

| Type of wagons | Permissible free time (in hours and minutes) | | | |
|--|--|-----------|---------|-----------|
| | Mechanised | | Manual | |
| | Loading | Unloading | Loading | Unloading |
| Open wagons like BOXN, BOX, BOY, BOST, BOXNHA, BOXNHS etc. | 5:00 | 7:00 | 9:00 | 9:00 |
| Hopper wagons like BOBS, NBOBS, BOBR etc | 5:00 | 2:30 | NA | NA |
| Flat wagons like BFR, BRH, BRN, CONCORD rakes | 6:00 | NA | 8:00 | 8:00 |

Demurrage Charges

| Type of wagons | Permissible free time (in hours and minutes) | | | |
|------------------------------------|--|-----------|------------------------|------------------------|
| | Mechanised | | Manual | |
| | Loading | Unloading | Loading | Unloading |
| BCNHL | NA | NA | 5:00 (1 to 20 wagons) | 5:00 (1 to 20 wagons) |
| | | | 7:00 (21 to 30 wagons) | 7:00 (21 to 30 wagons) |
| | | | 9:00 (31 to 45 wagons) | 9:00(31 to 45 wagons) |
| | | | 11:00 (46 and above) | 11:00 (46 and above) |
| Covered wagons other than BCNHL | NA | NA | 5:00 (1 to 20 wagons) | 5:00 (1 to 20 wagons) |
| | | | 7:00 (21 to 30 wagons) | 7:00 (21 to 30 wagons) |
| | | | 9:00 (31 to 45 wagons) | 9:00(31 to 45 wagons) |

Demurrage Charges

| Type of wagons | Permissible free time (in hours and minutes) | | | |
|--|--|--|---------|-----------|
| | Mechanised | | Manual | |
| | Loading | Unloading | Loading | Unloading |
| BCFC -Type of commodity | 13:00 | 16:00 | NA | NA |
| Container(indo Nepal traffic) | 3:00 | 3:00 | NA | NA |
| Container(double operation i.e unloading followed by loading for the same wagons) | 5:00 | 5:00 | NA | NA |
| Container commodity handled by sling crane | 6:00 for single operation 8:00 for double operation | 6:00 for single operation 8:00 for double operation | | |
| Consignments handled by crane(irrespective of freetime prescribed for different type of wagons) | 5:00(upto 30 wagons) | 6:00(upto 30 wagons) | NA | NA |
| | 7:00 (more than 30 wagons) | 8:00(more than 30 wagons) | | |

Demurrage Charges

- Free time for loading/unloading of wagons at Railway Terminals and private/assisted sidings other than steel plants which do not work on Engine on load basis:
- Zonal railways empowered to reduce free time for mechanized loading of Coal and/iron ore to three hours.

Rates of Demurrage :

- Demurrage charges shall be levied @Rs.150/- per wagon per 8 wheeled wagon per hour, or part of an hour, for detention of wagon in excess of permissible free time for loading or unloading.

Contd.....

Demurrage Charges

Penal demurrage:

- In case excessive congestion takes place at any terminals/steel plant CCM/COM/DRM can increase the demurrage rates, even at progressively increasing rates subject to a maximum of six times the prevalent rates. This penal demurrage rates should be implemented only after giving wide publicity and due notice of 48 hrs and should be applicable for the notified period.

Contd.....

Wharfage Charges

Wharfage charge is leviable on goods/consignments not removed from railway premises after the expiry of free time. It is leviable for detention of goods at railway premises like railway station, platform, goods shed, godown, railway siding or any other type of railway's wharf. However, it is not leviable for detention of goods in railways wagon or private siding.

Contd.....

Wharfage Charges

Classification of railway premises for levying wharfage charges:

- Classification is done in the month of May on the basis of Average no of rakes dealt per month from 1st jan to 30th april or avg no of rakes dealt from 1st may (of previous year) to 30th April whichever is higher. It is notified for the period July to June.

On the above basis railway premises are classified in the following categories:

- Group I: More than 12 rakes per month
- Group II : 7 rakes to 12 rakes per month
- Group III: Less than 7 rakes per month

Contd.....

Wharfage Charges

Permissible free time for removal of goods from railway premises and rates of wharfage charges:

| | Goods stacked in goods shed etc waiting to be loaded in wagons/rakes | Goods unloaded from wagons/rakes waiting to be removed from goods sheds etc. | Wharfage charges per wagon per hour basis uniformly for all types of wagons, whether 4 wheeler or 8 wheeler or any other type |
|-----------|--|--|---|
| Group I | 12 working hours from the expiry of free time for loading of wagons/rake | 12 working hours from the expiry of free time for unloading of wagons/rake | Rs. 150/- per wagon per hour or part thereof |
| Group II | 15 working hours from the expiry of free time for loading of wagons/rake | 15 working hours from the expiry of free time for unloading of wagons/rake | Rs. 120/- per wagon per hour or part thereof |
| Group III | 30 working hours from the expiry of free time for loading of wagons/rake | 30 working hours from the expiry of free time for unloading of wagons/rake | Rs. 75/- per wagon per hour or part thereof |

Contd.....

Wharfage Charges

- Free time for Live stock (booked under goods tariff) waiting to be loaded in wagons/rakes: 3 hours from expiry of retime for loading of wagons/rakes.
- Free time for Live stock (booked under goods tariff) unloaded from wagons/rakes waiting for removal from goods sheds etc: 3 hours from expiry of retime for unloading of wagons/rakes.

Penal wharfage:

- In case excessive congestion or regularity of excessive congestion takes place at any terminals CCM/DRM can increase the wharfage rates, even at progressively increasing rates subject to a maximum of six times the prevalent rates. This penal demurrage rates should be implemented only after giving wide publicity and due notice of 48 hrs and should be applicable for the notified period.

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पश्चिम रेलवे
Western Railway

Parcel Overview

Mumbai Division, Western Railway

Jurisdiction:

- Churchgate to Surat
- Udhna Jn. – Jalgaon Jn
- Bilimora – Waghai (NG)

PARCEL HANDLING POINTS

- 39 station open for Parcel
- Major stations – MMCT, BDTS, DDR, BL, ST, KEB.

Parcel Traffic

- The parcel operations at 7 stations on the Division i.e MMCT, BDTS, DDR, BVI, VAPI, ST & BL have been computerized with the installation of Parcel Management System (PMS) under Phase – I.
- Besides this, the division also handles Parcel Rakes. Loading of the VP rakes are done from Karamabeli to NGC/AZA. On an average 8 Rakes are loaded per month earning around Rs. 1 crore per month.

PARCEL SCHEMES

- Leasing of Parcel Van – Round trip - 5 years – Tender process
- Leasing of SLRs – Single Trip - 5 years – Tender process.
- Leasing of PCET – Round trip – 6 years – Tender process
- Indent – Piecemeal & Rake – On demand basis



SPECIAL PARCEL TRAIN OPERATOR (SPTO)

OBJECTIVE:

To encourage investment through public-private partnership mode in procurement in rolling stock (i.e. General Service new designed parcel vans –Freight Stocks or Special Purpose Parcel Vans like refrigerated vans, Milk Tankers etc. for a specific commodity) to be run as Special parcel Train for time sensitive cargo to meet the future demand of traffic and thereby increase Indian Railway's market share in non bulk traffic. Railways has formulated a policy for procurement of wagons/vehicles by inviting investment through public private partnership mode.

SPECIAL PARCEL TRAIN OPERATOR (SPTO)

- **SALIENT FEATURES:**
- .The applicant should be any one of the following:-
 - A registered company in India as per Company's Act 1956
 - A joint venture Company or partnership
 - A public sector in the business of logistics or warehousing
 - Association or group of companies/ Registered Co-operative Societies.
- Party has to directly apply to Railway Board for minimum one rake with 4% maintenance spares
- There are two categories of procurement of SPT rake.
- Category 'I' –General Purpose Parcel vans-Freight Stock
- Category 'II' - Special purpose vehicles like Refrigerated vans, Milk tankers etc. for a specific commodity – Coaching stock
- Procurement under this category shall be permitted for special purpose vehicles (Coaching stock) like refrigerated vans and milk tankers etc. Standard composition (Minimum) of rakes is 15 and Maximum permissible wagons/vehicles in a SPT rake is 24.
- For running of SPT rakes haulage charges shall be applicable as per specific stock, notified by MOR from time to time for running of loaded and empty rake.

SPECIAL PARCEL TRAIN OPERATOR (SPTO)

SALIENT FEATURES:

Indian Railways have the right to alter any of the provisions of this scheme at any time which will be applicable to all customers participating under this scheme.

- Procurement under this category shall be permitted only for new design parcel vans (Freight Stock) OR any other new design wagon/vehicle including special purpose vehicles/wagons. Standard composition (Minimum) of rakes is 20 and Maximum permissible wagons/vehicles in a SPT rake is 24.
- Rakes can be procured by customers directly from wagon manufacturers or through import subject to compliance with applicable designs & specifications and inspection by RDSO.
- Mechanical department of railways will maintain the private wagons at nominated base depot.
- Party have to pay fixed maintenance charges as per the category of SPT rakes.
- Party has to pay haulage charges as per specific stock notified by Railways from time to time for running of loaded and empty rakes.
- The SPT will run on fixed path with scheduled time table.
- In the event of termination of the arrangement by the SPT on account of liquidation /merger with other company or due to any alteration/deletion in the schemes. The ownership of parcel vans would be with SPTO.

PARCEL CARGO EXPRESS TRAINS

Objective

- To make the scheme customer friendly by providing value –added assured service with guaranteed transit time at competitive rates, policy for leasing of Parcel Cargo Express Train has been introduced in February 2007.

Eligibility:

- Only lease holders who are registered under category “A” with Railways of originating or destination stations of the train can participate in the tender process. The tenderer must submit photocopy of registration certificate issued by the concerned Railway.

PARCEL CARGO EXPRESS TRAINS

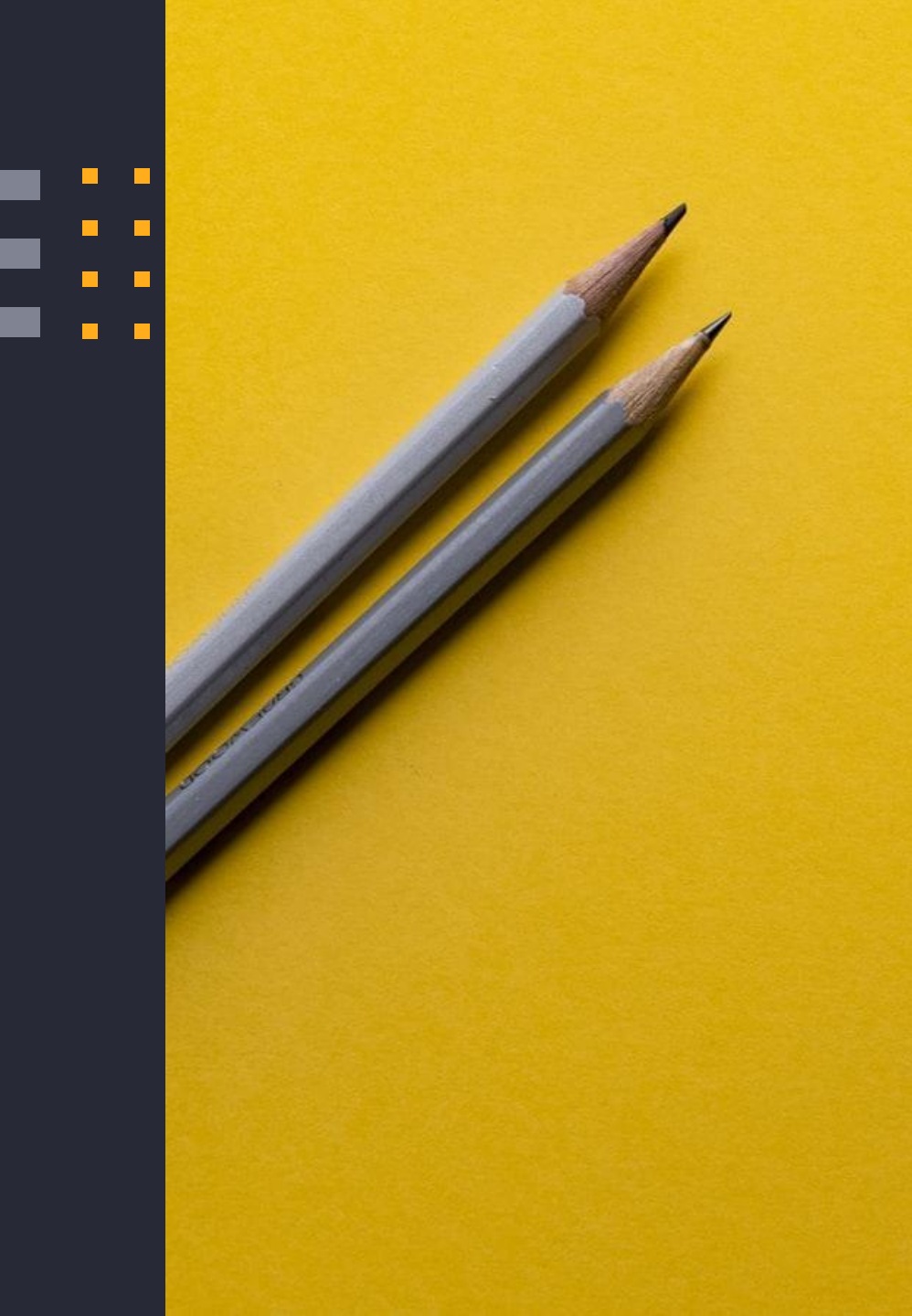
Duration of contract: 6 years (Long term only).

Composition of rake:

- The composition of Parcel Cargo Express Train: The minimum composition of the length of length of rake size of leased Parcel Cargo Express Train (PCET) shall be 15 Parcel Vans (VPHs /VPs/ VPU's/ VPHUXs etc.) + one Brakevan (two compartments of SLR, having parcel capacity of 04 tonne each), for first six months of the contract.
- After six months the minimum composition of leased Parcel Cargo Express Train (PCET) will be 20 Parcel Vans (VPHs /VPs/ VPU's/ VPHUXs etc.) + one Brakevan (two compartments of SLR, having parcel capacity of 04 tonne each) and lumpsum leased freight will be charged on prorata basis. However, the composition of leased PCET may be increased on mutual consent upto 24 parcel vans by enhancing the prevailing accepted rate of the contract during its currency on PRORATA BASIS.

Rail Milk Tanker

“Kisan Vision Project” was introduced by Railway Board to promote smooth transport of perishable traffic. Under this project for movement of liquid Milk, Rail Milk Tankers in Rakes and Piecemeal are run on this Railway.



Thanks!

