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

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The General Managers
All Indian Railways.

Sub: Freight Incentive schemes: Policy guidelines.

1.0 Introduction

In super session of the existing Station-to-Station Rate Scheme (STS), Freight Forwarder Scheme, Premier Customer Scheme and Trainload benefit Scheme, following comprehensive Freight Incentive Schemes are introduced. Customers already availing freight concessions under Station-to- Station rate Scheme will have the option of continuing with the existing arrangement till completion of the term as per the agreement of the Station-to-Station rate scheme or withdraw from these Schemes and opt for any of the new Incentive Schemes.

These Schemes will be applicable for freight traffic under provisions of Goods Tariff and will exclude Military and RMC tariff.

A customer will be able to participate in Volume Growth Incentive Scheme and Cargo Aggregation Scheme only if he specifically applies for the same. This circular also includes the procedure to be followed for processing such applications.

2.0 Definitions:

Key Terms used in the description of the Freight Incentive Schemes have been defined in the following Section for precise interpretation and elimination of ambiguities. *Field functionaries should interpret them exactly as defined.*

1 **Applicability:** This identifies the type of customer and Terminal eligible for a particular Incentive Scheme.

2 **Availability:** This specifies Seasonal availability of a particular Incentive Scheme.

3 **Benchmark:** Benchmarks can be set on a monthly basis, annual basis or on the basis of Seasons (Busy and Lean), as relevant to a particular Incentive Scheme.

Following parameters pertaining to the concerned period (month, year or Season) of the previous financial year would jointly constitute the benchmark.

(a) Tonnes loaded (charged at trainload and/or wagonload rates)

And

(b) Freight earning if tariff rate has not been increased over the rate in the previous financial year

Or

Freight earning multiplied by the current tariff rate and divided by the tariff rate in the corresponding period of the previous financial year if tariff rate has been increased.

4 **Block Rake:** It is a train carrying wagons for a single destination. Composition of Block Rakes composed of different types of wagons will be as notified by Railway Board.

5 **Busy Season - Freight Business:** It refers to the period from November 1 to June 30, unless modified through a notification by Railway Board.

6 **Busy Season - Passenger Business:** It refers to the period from April 16 to July 14 and from September 16 to January 14, unless modified through a notification by Railway Board.

7 **Cargo Aggregation Scheme:** This includes following schemes:
(a) Freight Forwarder Scheme
(b) Freight Forwarder Scheme in Traditional Empty Flow Directions
(c) Two Leg Scheme

8 **Concurrency:** It specifies the Incentive Schemes for which the traffic loaded by a rail customer can be concurrently considered.

9 **Consignment Volume Based Scheme:** This includes following schemes:
(a) Block rake
(b) Mini Rake
(c) Two point Rake (Covered Wagons)
(d) Multi Point Rake (Covered Wagons)
(e) Two and Multi Point Rake (Other than Covered Wagons)
(f) Rake from Two Originating Terminals (Covered Wagons)
(g) Rake from Two Originating Terminals (Other than Covered Wagons)

10 **Covered Wagons:** It includes BCN, BCNA, BCNAHS, BCX and BCXN wagons. It does not include tank wagons.

11 **Eligible Lead:** This specifies restrictions by way of minimum lead of traffic applicable to an Incentive Scheme.

12 **Eligible Wagons:** This specifies the types of wagons permissible under an Incentive Scheme.

13 **Empowered Committee:** It will comprise of Senior Commercial Inspector and a Traveling Inspector of Accounts nominated by the General Managers of the Zone. It will be the final authority at the Divisional level to verify eligibility of the customer under an Incentive Scheme and to vet the loading and earning data furnished by the customers.

14 **Exclusions:** These specify specific commodities explicitly excluded from being eligible for a particular Incentive Scheme.

15 **Flat Wagons:** It includes BRN, BRNA, BFR, BRH, BRS, BFK, BFKI and BFNS wagons.

16 **Freight Concession:** This is a generic term indicating charging at a rate lower than the normal tariff rate without being specific about it being a Discount or Rebate.

17 **Freight Discount:** This refers to an upfront discount on the normal tariff rate at the time of booking of traffic at the terminal.

18 **Freight Earning:** It refers to the revenue realized by railway from a customer for transportation of cargo by way of freight charges including surcharges, if any.

19 **Freight Rebate:** This refers to a freight concession granted by way of a refund based on fulfillment of certain agreed performance parameters over a period of time. Traffic is booked at the terminals at normal tariff rate and refund by way of rebate is paid in lump sum.

20 **Full Rake Terminal:** This refers to Terminals notified by Zonal Railways as full rake handling point.

21 **Half Rake Terminal:** This refers to Terminals notified by Zonal Railways as half rake handling point.

22 **Incremental Earning:** It is the freight earning realized from loading of Incremental Traffic.

23 **Incremental Traffic:** It is the traffic volume loaded after fulfilling the benchmark criteria.

24 **Investment Reimbursement Discount:** This is a freight discount granted as an incentive to a customer for making investment in wagons, terminal, track or any other component of rail infrastructure.

25 **Lean Season - Freight Business**: It refers to the period from July 1 to October 31, unless modified through a notification by Railway Board.

26 **Lean Season - Passenger Business:** It refers to the period from January 15 to April 15 and from July 15 to September 15, unless modified through a notification by Railway Board.

27 **Mini Rake:** This is a short rake with a composition, which is shorter than the specified number of wagons required for a Block Rake.

28 **Multi Point Rake:** This is a train carrying wagons destined to more than two destinations.

29 **Open Wagons**: It includes BOXN, BOXNHS, BOXNHA, BOST and BOX wagons. This does not include hopper wagons.

30 **Rail Coefficient**: It is the percentage of the total production of a manufacturing unit dispatched by rail. Production of the unit will be determined on the basis of documents pertaining to payment of Excise Duty or any other statutory levy paid to the government.

31 **Season**: It implies either busy season or lean season.

32 **Terminal:** It refers to a private siding, assisted siding, railway siding, port or a goods shed where cargo is loaded or unloaded.

33 **Traditional Empty Flow Directions:** These are traffic movement streams comprising predominantly of empty wagons. Railway Board will notify these streams for specific wagon types.

34 **Two Point Rake:** This is a train-carrying wagon destined to two terminals.

35 **Two-Leg Loading:** Two-Leg loading is defined as a demand of wagons for transport of cargo as under:

(a) Loading of cargo at the originating terminal of the First Leg
(b) Unloading at the destination terminal of the First Leg
(c) Fresh loading of cargo at the originating terminal of the Second Leg
(d) Unloading at the destination terminal of the Second Leg
(e) Destination of the First Leg and the Originating terminal of the second leg can be different terminals. Similarly, destination of the Second Leg and the originating terminal of the First Leg can also be different terminals.

36 **Volume Growth Incentive Scheme:** This includes following schemes:

(a) Incentive Schemes for Incremental Traffic
(b) Loyalty Scheme
(c) Incentive Schemes for Traditional Empty Flow Direction
(d) Long Term Special Incentive Scheme

3.0 Processing Procedure

The detailed procedure for processing a proposal received from a customer regarding any of the freight incentive scheme as mentioned in these instructions as well as any such proposal is given herein under:

1. General Managers of Zonal Railways will nominate a Divisional Empowered Committee (DEC) comprising of a Senior Commercial Inspector and a Traveling Inspector of Accounts for each Division.

2. Customers will apply to the Divisional Railway Manager of the concerned Division for grant of benefits under the Freight Incentive Scheme they wish to participate in.

3. These applications will include details as applicable in respect of their loading and earning performance for fixation of Benchmark supported by documents duly authenticated by the Station Manager/Chief Goods Supervisor at the concerned terminal/s, projection of the traffic volume expected to be loaded in the concerned season and documents in respect of Excise Duty or similar statutory levy paid to the

government to authenticate claim of actual production of the Unit, if applicable, proposed terminals and days for running any of the Cargo Aggregation Services etc.

4. The proposals will be passed on to the nominated DEC to verify the accuracy of the data furnished by the customer.

5. The DEC will submit its report within seven days of receipt of the proposal from the customer.

6. Proposals submitted by customers, duly vetted by the DEC, will be put up by (Senior) Divisional Commercial Manager to Divisional Railway Manager for issue of an Authorization to the Goods Supervisor of the concerned terminal for maintaining necessary records and granting admissible freight Discounts or issue of a Regret Letter outlining the reason/s of rejection.

7. Before issuing the notification authorizing grant of discounted freights to an applicant, Divisional Railway Manager must ensure that restrictions in respect of concurrent operation of the Volume Growth Incentive Schemes as specified in these instructions are complied with.

8. Freight concessions under these Incentive Schemes will be granted by means of discounted freight rate, as admissible, at the time of issue of Railway Receipt itself. There will be no system of freight refunds unless specifically and explicitly laid down in a particular incentive scheme.

9. The Authorization or Regret Letter mentioned in Item (6) above must be issued to the Customer and Goods Supervisor of the concerned terminal not later than 15 days after receipt of the proposal from the customer.

10. For each customer granted benefit under these schemes, commercial staff at the concerned terminal will maintain detailed account of loading and earning performance both for the benchmarked and the current periods.

11. Commercial staff at the concerned terminal will issue a message to the concerned (Senior) Divisional Commercial Manager and Chief/Deputy Chief Accounts Officer (Traffic Accounts) as soon as a customer achieves the Benchmark advising start of grant of discounted freight. On receipt of such a message the DEC will visit the concerned terminal for post check of fulfillment of conditions for grant of discounted freight. Grant of discounted freight rate will start as soon as the qualifying conditions are fulfilled without waiting for post check inspection by DEC.

12. Detailed proposals for freight discounts beyond the powers delegated to GMs and DRMs should be forwarded to Railway Board for consideration with concurrence of FA & CAO and personal approval of GM. Proposals not complying with this procedure will not be processed at the Board.

4.0 SCHEMES

A. Volume Growth Incentive Schemes

Following Incentive Schemes are directed at promoting higher volumes of traffic particularly during the Lean Season.

1 Incentive Scheme for Incremental Traffic:

Customers may avail of discounted freight rates for incremental traffic under this Scheme.

Applicability: All terminals.
For customers operating at multiple terminals, the Scheme will be applied to each terminal separately and independently.

Exclusion: Coal, Coke, Raw Material to Steel Plants, Ores, Minerals and commodities in Classes below Class 120.

Eligible Lead: No restrictions.

Eligible Wagons: No restrictions.

Availability: Scheme available only in Lean Season.

Concurrency: All Investment Reimbursement Discounts and All Consignment Volume Based Schemes.

Conditions: Loading volumes from the terminal concerned to any number of destinations will be eligible.
A customer will have to exceed the benchmark for Lean Season for being eligible under this scheme.

Benefit: Incremental Traffic loaded by the customer in Lean Season will be booked at a discounted freight rate at the time of issue of Railway receipt itself. The percentage discount in freight rate would be as indicated in the applicable slab of incremental freight earning in the following table subject to such discounted freight rate (including discount under investment reimbursement schemes) not being lower than Class LR1.

Slabs of Incremental Freight Earning (in Rs.)	Percentage Discounts on Applicable Freight Charges
5 Crore and below	10
More Than 5 Crore	15

2 Loyalty Scheme:

Rebate in freight may be granted for the entire traffic loaded by a customer in Lean Season subject to achievement of the prescribed rail coefficient under this Scheme.

Applicability: All private and assisted sidings.
For customers operating at multiple terminals, the Scheme will be applied to each terminal separately and independently.

Exclusion: Available only for Cement (excluding Clinker) and Finished Steel traffic.

Eligible Lead: No restrictions.

Eligible Wagons: No restrictions.

Availability: Available only in Lean Season.

Concurrency: All Investment Reimbursement Discounts and All Consignment Volume Based Schemes.

Conditions: A customer will have to achieve the rail coefficient as prescribed below in the Lean Season of the current year for being eligible for rebate in freight.

Benefits: Rail coefficient achieved during the Lean Season of the current year will be rounded off to the nearest integer to determine the permissible rebate in accordance with the applicable slab of rail coefficient indicated in the table below.

Rail Coefficient	**Percentage Freight Discount on Applicable Freight Rate (Lean Season Only)**
50-90	0.50
Above 90	1.00

3 Incentive Scheme for Traditional Empty Flow Direction*:*

Discounted freight rates may be granted to customers on Incremental traffic in the notified Traditional Empty Flow Directions under this scheme.

Applicability: All customers at all Terminals.
For customers operating at multiple terminals, the Scheme will be applied to each terminal separately and independently.

Exclusion: Coal, Coke, Raw Material to Steel Plants and iron ore in BOXN wagons.

Eligible Lead:

	Covered	BOXN
Lean	> 700 km	> 700 km
Busy	> 700 km	> 1000 km

Eligible Wagons: Covered and BOXN wagons.

Availability: Available throughout the year.

Concurrency: All Investment Reimbursement Discounts and All Consignment Volume Based Schemes.

Conditions: The Scheme would be available subject to following conditions.

1 **Notified Inter-Zonal Traditional Empty Flow Directions** across which traffic movement comprises predominantly of empty wagons is enclosed as Annexure-II.

2 Originating point may be any notified half rake or full rake Terminal on the Originating Railway of the notified Inter-Zonal Traditional Empty Flow Direction. However, wherever specific divisions have been mentioned in the Originating Railway, originating point must be on such divisions only.

3 Destination point may be any notified half rake or full rake Terminal on the Destination Railway of the notified Inter-Zonal Traditional Empty Flow Direction. However, wherever specific divisions have been mentioned in the Destination Railway, Destination point must be on such divisions only.

4 Two Point Rakes loaded under this Scheme will also be eligible for discounted freight rates.

5 This Scheme would be operated on the basis of a Monthly Benchmark, which would be calculated for each notified Inter-Zonal Traditional Empty Flow Direction separately on the basis of the traffic loaded in the corresponding month of the previous year (both at trainload and wagonload rates).

6 A customer will have to exceed the monthly Benchmark in the proposed Inter-Zonal Traditional Empty Flow Direction for being eligible for discounted freight rates under this scheme.

7 Discounted freight rates may also be granted to intra-zonal traffic under this Scheme subject to submission of a proposal to this effect by the Zonal Railway and its specific approval by the Railway Board.

Benefits: Incremental Traffic loaded by the customer after achieving the relevant monthly benchmark will be booked at the discounted freight rates as indicated in following table at the time of issue of Railway receipt itself. However, if the benchmark happens to be zero, admissible discounts will be 50% of the applicable rates in the table.

Season	Freight Discount
Lean	30%
Busy	20%

4 Long Term Special Incentive Schemes:

In special cases, concession by way of discount or rebate may be granted for periods up to 3 years in accordance with the following:

Applicability: All Terminals.
Only for customer who has given freight earning of more than Rs.50 crore in the previous financial year.

Exclusion: Coal (except from NF Railway in Covered wagons), Raw Material to Steel Plants and iron ore.

Eligible Lead: No restrictions.

Eligible Wagons: No restrictions.

Availability: Available throughout the year.

Concurrency: All Investment Reimbursement Discounts and All Consignment Volume Based Schemes.

Procedure:
1. Proposals under the scheme would be scrutinized by DEC and the same may be forwarded to CCM of concerned Zonal Railway.
2. CCM would examine the proposal in consultation with COM for vetting of FA&CAO and personal approval of General Manager subject to the conditions of the scheme.
3. Proposals for concessions beyond the permitted limits and/or for durations longer than the permitted period should be forwarded to Railway Board alongwith concurrence of FA&CAO and personal approval of General Manager.

Conditions: These concessions would be granted if circumstances so warrant with the objective of sustaining as well as increasing the rail share in the total traffic of a customer.

Benefit: **On BG systems**, discount in freight rates may be granted up to 10% in the Busy Season and up to 20% in Lean Season for durations up to 3 years. These concessions would be subject to the condition that the discounted freight rates would not be lower than Class LR1 in Lean Season and Class 100 in the Busy Season.

On MG systems, a discount up to 15% may be granted in both Seasons for Cement traffic only for one year.

Freight concessions permitted under Traditional Empty Flow Scheme may also be granted under this Scheme for durations up to 3 years with the personal approval of General Managers

B. Cargo Aggregation Schemes

A wide variety of cargo is not amenable to bulk movement in block rakes due to insufficient volumes. White goods, FMCG products and several high value consignments also require assured supply of wagons and time critical movements. Railway can offer the cargo in this category speedy, reliable, efficient and economic transport only by aggregating such commodities in trainloads.

Aggregation of cargo also requires efficient warehousing facilities at the railheads. Such warehouses can act as hubs aggregating goods for long haul by rail and can provide a cost effective door-to-door distribution service for the consumers with a back-to-back arrangement with road transport service providers.

With the objective of promoting rail, road and warehousing integration and coordination, Railways have already launched Rail Side Warehousing Scheme for private participation. In order to take the process forward, following Cargo Aggregation Schemes are offered to Freight Forwarders.

1 Freight Forwarder Scheme

Applicability: All Rail Side Warehouses and goods sheds notified by the concerned Zonal Railway for cargo aggregation and distribution.

Exclusion: None.

Eligible Lead: Available only for leads of more than 700 KM.

Eligible Wagons: Both Covered and Open Wagons permitted in Lean Season.
Only Covered wagons in Busy Season.

Availability: Available through out the year.

Concurrency: Investment Reimbursement Discounts.

Conditions: The Scheme would be available subject to following conditions.

1 The Scheme will provide point-to-point transport service between specific pair of Terminals.

2 Loading at the forwarding goods shed and unloading at the destination goods shed will be the responsibility of the Cargo Aggregators.

3 Cargo Aggregators will be required to apply for being permitted to operate under this Scheme identifying the Goods sheds between which they propose to operate the services and proposed nomination of days of operation.

4 Both the originating and the destination Goods Sheds should be full rake Terminals. Zonal Railways will examine the feasibility of permitting cargo aggregation at the terminals proposed by Cargo Aggregator and issue notification for the approved Terminal.

5 This Scheme will be permitted only at Rail Side Warehouses and goods sheds notified for by the concerned Zonal Railway for cargo aggregation and distribution.

6 Indents will be placed for a block rake.

7 Railway will give a commitment to the Cargo Aggregators for assured supply of wagons on the nominated days mutually agreed upon.

8 A wagon may be loaded with a single or multiple commodities.

9 Not more than ten wagons in a rake can be loaded with the same commodity.

10 Not more than ten wagons in a rake can be loaded with multiple commodities.

11 Freight would be charged for each wagon in the rake for the notified Permissible Carrying Capacity of the wagon (e. g. at present PCC is 60 Tonne or BCN and 63 Tonne for BCNA etc) at the composite Class rate permitted in this Scheme.

12 These services will be run only on prepaid basis at Owners' Risk.

13 'Said to Contain' Railway Receipts will be issued for 'Self'.

14 Cargo Aggregators will be allowed 48 hours for stacking of goods at the originating terminal and 24 hours for removal of cargo at the destination terminal.

15 Extant Commercial rules and regulations including those for free times and demurrage will apply, except as specifically stated in this Scheme.

16 Cargo Aggregators will ensure that contraband and dangerous goods and other prohibited articles are not loaded under this Scheme. Full liability in case of violation will rest with the Cargo Aggregator.

Benefit: Customers will be able to move their traffic in smaller lot sizes. Cargo Aggregators will be charged at following composite freight rates.

Season	Chargeable Class
Lean	100
Busy	130

2 Freight Forwarder Scheme in Traditional Empty Flow Directions

Applicability: All Rail Side Warehouses and goods sheds notified by the concerned Zonal Railway for cargo aggregation and distribution in the notified Inter-Zonal Traditional Empty Flow Directions.

Exclusion: None.

Eligible Lead: Available only for leads of more than 700 KM.

Eligible Wagons: Available only for Covered Wagons.

Availability: Available in both Seasons.

Concurrency: All Investment Reimbursement Discounts.

Conditions: The Scheme would be available subject to following conditions.

1 The Scheme will provide point-to-point transport service between specific pair of Goods sheds in the notified Inter-Zonal Traditional Empty Flow Directions.

2 Loading at the forwarding goods shed and unloading at the destination goods shed will be the responsibility of the Cargo Aggregators.

3 Cargo Aggregators will be required to apply for being permitted to operate under this Scheme identifying the Goods sheds between which they propose to operate the services and proposed nominated days of operation.

4 Both the originating and the destination Goods Sheds should be full rake terminals.

5 This Scheme will be permitted only at Warehouses and goods sheds notified by the concerned Zonal Railway for cargo aggregation and distribution.

6 Indents will be placed for a minimum of 20 Covered wagons .

7 Railway will give a commitment to the Cargo Aggregators for assured supply of wagons on the nominated days mutually agreed upon.

8 A wagon may be loaded with a single or multiple commodities.

9 Not more than five wagons in a rake can be loaded with the same commodity.

10 Not more than five wagons in a rake can be loaded with multiple commodities.

11 A full Block Rake of Covered wagons would be supplied against the indents placed under this Scheme.

12 Freight would be charged for the actual number of wagons loaded subject to a minimum of 20 Covered wagons for the notified Permissible Carrying Capacity of the wagon (e. g. PCC at present is 60 Tonne for BCN and 63 Tonne for BCNA etc) at the composite Class rate permitted in this Scheme.

13 These services will be run only on prepaid basis at “Owners’ Risk”.

14 ‘Said to Contain’ Railway Receipts will be issued for ‘Self’.

15 Cargo Aggregators will be allowed 48 hours for stacking of goods at the originating terminal and 24 hours for removal of cargo at the destination terminal.

16 Extant Commercial rules and regulations including those for free times and demurrage will apply, except as specifically stated in this Scheme.

17 Cargo Aggregators will ensure that contraband and dangerous goods and other prohibited articles are not loaded under this Scheme. Full liability in case of violation will rest with the Cargo Aggregator.

Benefit: Customers will be able to move their traffic in smaller lot sizes at following composite freight rates.

Season	Chargeable Class
Lean	LR2
Busy	100

3 Two Leg Scheme

Special composite freight rates may be availed by Cargo Aggregators/customers offering Two-Leg traffic in covered wagons subject to stipulations below.

Applicability: All Rail Side Warehouses, sidings and goods sheds notified by the concerned Zonal Railway for cargo aggregation and distribution for aggregated cargo as well as block rakes.

Exclusion: None.

Eligible Lead: Available only for leads of more than 500 KM for the First Leg.

Eligible Wagons: Available only for Covered Wagons.

Availability: Available in both Seasons.

Concurrency: All Investment Reimbursement Discounts.

Indenting Procedure: Customer will register indents for Two-Leg traffic at the originating terminal of the First Leg alongwith an application stating therein itinerary and the expected dates of loading of both Legs.

Wagon Registration Fee: Indents for Two-Leg traffic will be registered on payment of wagon registration fee for one rake.

Date of Loading: Date of loading of the First Leg, as mutually agreed, will be indicated by the Customer on the Forwarding Note. The date of Loading of the Second Leg, as selected by the Customer, will also be endorsed on the Forwarding Note. The date of loading of the Second Leg should not be more than 15 days later than the date of loading of the First Leg.

Advance Payment of Freight for Second Leg:

On completion of loading of the First Leg, freight charges for both the Legs will be collected at the originating terminal of the First Leg.

Railway Receipt will be issued for the First Leg and a Money Receipt will be issued in respect of the Freight charges for the Second Leg.

On completion of loading of the Second Leg, the Money Receipt issued at the originating terminal of the First Leg will be collected and retained at the originating terminal of the Second Leg and a Railway Receipt will be issued for the Second Leg by adjusting the freight indicated in the Money Receipt.

Forfeitures: Wagon registration fee will be forfeited if the customer fails to load the first Leg. Advance Payment Collected for the Second Leg will be forfeited if the customer fails to load the Second Leg.

Conditions: A customer should book Two-Leg traffic as under in order to be eligible for the special composite rate.

(a) **First Leg:**
Origin: A Rail Side Warehouse or a siding or any terminal notified as a full rake handling point.
Destination: A Rail Side Warehouse or a siding or any terminal notified as a full rake handling point at a chargeable distance of not less than 500 kilometers from the Originating point.

(b) **Second Leg:**
Origin: A Rail Side Warehouse or a siding or any terminal notified as a full rake handling point within 150 kilometers of the destination of the First Leg
Destination: A Rail Side Warehouse or a siding or any terminal notified as a full rake handling point at a chargeable distance of not less than 100 kilometers from the Originating point of the First Leg

(c) Indents will be accepted only for block rakes of Covered wagons in both Legs

(d) Freight will be charged for a gross payload of 2400 tonnes for each Leg at the composite class rate mentioned in this Scheme.

(e) No freight will be charged for the movement of empty rakes.

(f) Freight will be charged for each Leg separately without giving any telescopic benefit by combining the two legs.

(g) Multi-commodity rakes are permitted

(h) The Scheme will provide point-to-point transport service between specific pair of terminals in Covered wagons.

(i) Loading at the forwarding terminal and unloading at the destination terminal will be the responsibility of the Customer.

(j) Customer will be required to apply for being permitted to operate under this Scheme giving details of the Terminals between which the services are proposed to be operated and proposed nomination of day of the First Leg of service.

(k) Railway will give a commitment to the Customer for assured supply of wagons on the nominated days mutually agreed upon.

(l) These services will be run only on prepaid basis at "Owners' Risk".

(m) 'Said to Contain' Railway Receipts will be issued for 'Self'.

(n) Customer will be allowed 48 hours for stacking of goods at the originating terminal and 24 hours for removal of cargo at the destination terminal.

(o) Extant Commercial rules and regulations including those for free times and demurrage will apply, except as specifically stated in this Scheme.

(p) Customers will ensure that contraband and dangerous goods and other prohibited items are not loaded under this Scheme. Full liability in case of any violation will rest with the customer.

Benefit: Customers will be able to move their traffic in block rakes as well as smaller lot sizes. Aggregators will be charged at the following composite Class rates.

Season	Chargeable Class
Lean	LR2
Busy	LR1

C. Consignment Volume Based Schemes

Railways offer several transportation options differentiated by the volume of consignment booked to a destination terminal. These products have varying tariff rates. Following options are offered to rail users.

1 Block rakes

Single point Block Rake with a wagon composition as notified by the Railway Board will be booked at trainload rate. The present notification regarding minimum number of wagons to be indented and minimum number of wagons to be loaded is given in Annexure I.

Applicability: All goods terminals for traffic moving in all types of wagons.

Exclusion: None.

Concurrency: All Incentive Schemes.

Conditions: The Scheme would be available subject to following conditions:

1 Both the Originating and Destination terminal should be notified as either Full Rake Terminal or Half Rake Terminal.

2 Block Rake will have to be indented for prescribed standard rake size. The present list is at Annexure I.

3 In case of non-supply of indented number of wagons, the prescribed minimum number of wagons qualifying for Block Rake should be loaded.

4 Where even the minimum number of wagons qualifying for Block Rake cannot be supplied by the Railway against trainload indent due to shortage of wagons, the rail user(s) shall not be penalized.

5 In cases, where Railways are unable to supply the adequate number of wagons because of operating or any other constraints, the benefit of trainload rate can be extended. However, detailed reasons for non-supply of all the indented wagons constituting a block rake should be recorded by the concerned Station Manager/ Yard Master, who in turn should get it confirmed in writing from at least a Gazetted Officer. The modalities for implementation of this instruction

may be worked out jointly by Operating, commercial and Accounts Officers of the Railway depending on the local conditions. However, this relaxation will not cover the cases where standard block rakes cannot run due to capacity constraints, unless otherwise decided by Board.

6 In cases where rake is split up during transit due to gradient or other operational reasons but has fulfilled all other conditions for availing trainload rate at originating point, the trainload rate benefit shall be admissible.

7 Trainload rate benefit shall be extended to block rakes at the serving station by clubbing wagons loaded from more than one siding served by the same station or loaded partly from a siding and partly from the station serving that siding for a single destination.

8 Trainload benefit shall be extended to trains originating from one point and terminating at two points provided that the two points are either the serving station and its siding or two sidings of the same serving station, or two sidings notified as independent booking points but operationally branched out from the same station.

9 For rake loaded with two or more commodities, the required number of total wagons as per Annexure I shall be loaded with.

10 For all other types of wagons not specified in the annexed statement, the existing trainload weight conditions i.e. 1400 tonnes on BG and 650 tonnes on MG will continue to apply.

11 Indents for BCX/BCN groups of wagons will be treated as interchangeable for the purpose of supply of rakes. Trainload conditions will be applicable as per type of stock supplied.

Benefit: Traffic in Block Rake shall be booked at Train Load Tariff Rate.

2 Mini Rake

Mini Rake can be loaded under the following Scheme.

Applicability: The Scheme will be applicable to all goods terminals for traffic moving in Covered wagons.

Exclusion: Coal, Ores and Raw Material to Steel Plants.

Concurrency: All Volume Growth Incentive Schemes and Investment Reimbursement Discounts.

Conditions: The Scheme would be available subject to following conditions.

1 Mini Rakes will have a minimum composition of twenty wagons.

2 Mini Rakes can be loaded to and from any notified full or half rake terminal.

3 Free time for loading/unloading Mini Rakes will be 5 hours.

4 Mini Rakes can be loaded only for distances up to 400 km.

Benefit: Customers will be able to move their traffic in smaller lot sizes. Traffic in Mini Rakes will be booked at following tariff rates.

Lean Season	Trainload Rate
Busy Season	Trainload Rate for commodities in Class 140 & above. 5 % additional Surcharge over the applicable trainload rate for commodities in Class 130 & below.

3 Two Point Rake (Covered Wagons)

Two Point Rakes can be loaded under the following Scheme.

Applicability: The Scheme will be applicable to all goods terminals for traffic in covered wagons.

Exclusion: None.

Concurrency: All Volume Growth Incentive Schemes and Investment Reimbursement Discounts.

Conditions: Two Point Rakes will be loaded subject to following conditions:

1 Originating terminal should be a notified full or half rake terminal.

2 Each destination terminal should be a notified full or half rake terminal.

3 Destination terminals should not be more than 200 KM apart.

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

5 The total number of wagons indented and loaded must conform to the Block Rake composition as notified for various types of wagon by the Railway Board.

Benefit: Customers will be able to move their traffic in smaller lot sizes. Traffic in Two Point Rakes will be booked at following tariff rates.

Lean Season	Trainload Rate
Busy Season	Trainload Rate for commodities in Class 140 & above. 5 % additional Surcharge over the applicable trainload rate for commodities in Class 130 & below.

4 Multi Point Rake (Covered Wagons)

Multi Point Rakes can be loaded under the following Scheme.

Applicability: All goods terminals for traffic in covered wagons.

Exclusion: None.

Concurrency: All Volume Growth Incentive Schemes and Investment Reimbursement Discounts.

Conditions: Multi Point Rakes will be loaded subject to following conditions:

1 Originating terminal should be a notified full or half rake terminal.

2 Each destination terminal should be a notified full or half rake terminal.

3 Farthest destination terminals should not be at a chargeable distance of more than 200 KM.

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

5 The total number of wagons indented and loaded must conform to the Block Rake composition as notified for various types of wagon by the Railway Board.

Benefit: Customers will be able to move their traffic in smaller lot sizes. Traffic in Multi Point Rakes will be booked at following tariff rates.

Lean Season	Trainload Rate
Busy Season	Trainload Rate for commodities in Class 140 & above. 10 % additional Surcharge over the applicable trainload rate for commodities in Class 130 & below.

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

Two/Multi Point Rakes in other than covered wagons can be loaded under the following Scheme.

Applicability: All goods terminals.

Exclusion: None.

Concurrency: All Volume Growth Incentive Schemes and Investment Reimbursement Discounts.

Conditions: Multi Point Rakes will be loaded subject to following conditions.

1 Originating terminal should be a notified full or half rake terminal.

2 Each destination terminal should be a notified full or half rake terminal.

3 Notified Two Point or Multi Point combinations for other than covered wagons are at Annexure-III.

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

5 The total number of wagons indented and loaded must conform to the Block Rake composition as notified for various types of wagon by the Railway Board.

Benefit: Multi Point Rakes of other than covered wagons will be booked at following tariff.

Lean Season	Trainload Rate
Busy Season	Trainload Rate for commodities in Class 140 & above. 5 % additional Surcharge over the applicable trainload rate for commodities in Class 130 & below.

6 Rakes from Two Originating Terminals (Covered Wagons)

Rakes from two Originating Terminals in covered wagons can be loaded under the following Scheme.

Applicability: All goods terminals.

Exclusion: None.

Concurrency: All Volume Growth Incentive Schemes and Investment Reimbursement Discounts.

Conditions: Rakes from Two Originating terminals will be loaded subject to following conditions.

1 Two Point combination from which loading is permitted will be notified by the Zonal Railway concerned.

2 In case the two terminals are on different Railways, recorded prior consent of the concerned Railway will be taken by the Railway issuing notification.

3 Each Originating terminal should be a notified full or half rake terminal.

4 Each 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.

6 A minimum of 10 wagons should be loaded from/for each originating/destination 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.

Benefit: Rakes from two originating terminals in covered wagons will be booked at following tariff

Lean Season	Trainload Rate
Busy Season	Trainload Rate for commodities in Class 140 & above. 5% additional Surcharge over the applicable trainload rate for commodities in Class 130 & below.

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

Rakes from two Originating Terminals in other than covered wagons can be loaded under the following Scheme.

Applicability: All goods terminals.

Exclusion: Coal, Ores and Raw Material to Steel Plants.

Concurrency: All Volume Growth Incentive Schemes and Investment Reimbursement Discounts.

Conditions: Multi Point Rakes will be loaded subject to following conditions.

1 Notified Two Point combinations from which loading is permitted, are at Annexure-III.

2 Each 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 A minimum of 10 wagons should be loaded from/for each originating/destination terminal.

5 The total number of wagons indented and loaded must conform to the Block Rake composition as notified for various types of wagon by the Railway Board.

Benefit: Rakes from two originating terminals in other than covered wagons will be booked at following tariff

Lean Season	Trainload Rate
Busy Season	Trainload Rate for commodities in Class 140 & above. 5% additional Surcharge over the applicable trainload rate for commodities in Class 130 & below.

D Explanatory Notes:

(a) Benchmark:

If a customer has loaded, say, 50,000 MT of traffic and Rupees One Crore in the previous Season and there has been no change in the tariff rate, the customer has to load 50,000 MT and give a freight earning of Rupees One Crore before he becomes eligible for freight discounts.

In the same example if the tariff rate has been increased by 10%, freight earnings will reach One Crore before loading 50,000 MT: however, the customer will become eligible only after he has loaded 50,000 MT.

On the other hand, if the tariff rate has been decreased by 10%, loading of 50,000 MT will be achieved before reaching freight earnings of One Crore: however, the customer in this case will become eligible only after he has achieved freight earning of Rupees One Crore.

(b) Calculation of Freight Discounts for Volume Growth Incentive Schemes:

A customer will start getting discounts at the rate indicated in the Scales of Discounts from the next rake as soon as the seasonal benchmarks in respect of loading and earning are fulfilled. When earning performance of the customer reaches the next slab, wherever applicable, he will start getting the higher discount for the traffic volume corresponding to that slab.

An example is given below to illustrate this point.

If the incremental earning is Rs. 5 crore in the lean season, the customer is eligible for freight discount of 10% for the entire incremental earning. However, if the incremental earning is Rs. 7 crore, a discount of 10% will be granted on the incremental earning of Rs. 5 crore and a discount of 15% will be granted on the balance incremental freight earning of Rs.2 crore.

c) Concurrent Applicability: The concept is explained by the following example.

Freight Discounts under the Incentive Scheme for Incremental Traffic and under the Wagon Investment Scheme (an investment reimbursement discount) are permissible concurrently. Incremental traffic volume of a customer will be eligible for admissible freight discounts provided the customer opts for both the Schemes. However, the discount on the incremental traffic will be given on net rate arrived at after having given concession under Wagon Investment Scheme.

d) Calculation of freight in case of two point rakes and multipoint rakes, will be done on end-to-end basis. Illustration is at Annexure- IV

5. These instructions will come into force with effect from **01.04.2006**.

6. Zonal Railways should advise nomination of Divisional Empowered Committee (DEC) as stipulated in this circular to the Board's office. Zonal Railways should also send to Board's office a list of notified cargo aggregation and distribution terminal in reference to Cargo Aggregation Scheme of this circular, and the full rake/half rake terminals as well as combination of two originating terminals for covered wagons in reference to this circular.

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

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

9. Please acknowledge receipt of this letter.



(N.K.Parsuramka)
Joint Director, Traffic Comml. (Rates)
Railway Board.

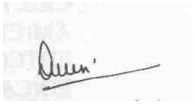
No.TCR/1078/2006/4 New Delhi, dated 28.03.2006

Copy for information: -
1. FA & CAOs, All Indian Railways
2. Deputy Comptroller and Auditor General of India (Railways), New Delhi with 6 spares.

for Financial Commissioner(Railways)

No.TCR/1078/2006/4 New Delhi, dated 28.03.2006

1. Chief Commercial Managers, All Indian Railways
2. Chief Operating Managers, All Indian Railways.
3. Managing Director, CRIS, Chanakya Puri, New Delhi-23
4. The Chief Administrative Officer, FOIS, Northern Railway, Camp: CRIS, Chanakya Puri, New Delhi-23.
5. Managing Director, Konkan Railway Corporation, Belapur Bhavan, Sector- 11, CBD Belapur, New Mumbai-400614.
6. Director General, Railway Staff College, Vadodara.
7. Director, Institute of Rail Transport Management (IRTEM), Manaknagar, Lucknow.
8. GS/IRCA, New Delhi: for necessary action.



(N.K.Parsuramka)
Joint Director, Traffic Commercial(R)
Railway Board

Copy to: - CRB, FC, MT
AM (Vig.), AM (T&C.), AM (C&IS.), Adv C), Adv (T), Adv (F)
EDTC(R), EDTT (M), EDTT (S), EDTT (F), EDFM, EDPM, EDPG, EDF(C&RM), ED(C&IS), EDV (T), ED (Plg.), ED (PP), ED (T&C), EDME (Fr.), DF(C), DTC(G), DTC(G) II, DTC(Cl.), DPM, D(T&C), JDFM, DDTC(R)
TC (CR), TC-I, TC-II, TC-III, TC-IV, TC (FM), TT-I, TT-II, TT-III, TT-IV, TT-V, FC, Stat-II, Stat (CA), Stat-V, Stat (Econ.), Economic Cell and Budget branches of Railway Board.

TRADITIONAL EMPTY FLOW DIRECTIONS FOR COVERED BOGIE STOCK

S.No.	ORIGINATING RAILWAY	DESTINATION RAILWAYS QUALIFYING FOR EMPTY FLOW MOVEMENT
1	CR	WR
2	ER	ECR (DHN & MGS Divn.), NCR, WCR, SER, SECR
3	ECR	NCR, WCR, NER, NR
4	ECoR	Nil
5	NR	Nil
6	NCR	WCR
7	NER	NR, NCR, WCR
8	NFR	ECR, NER, NR, ER, NCR, SER, SECR
9	NWR	Nil
10	SR (PGT & TVC Divn.)	KRCL, CR, WR
11	SR (All Divn.)	SCR
12	SCR(NED Divn)	CR
13	SER	SECR
14	SECR	Nil
15	SWR (UBL & MYS Divn.)	SCR
16	WR	Nil
17	WCR	Nil

TRADITIONAL EMPTY FLOW DIRECTIONS FOR BOXN STOCK

S.No.	ORIGINATING RAILWAY	DESTINATION RAILWAYS QUALIFYING FOR EMPTY FLOW MOVEMENT
1	CR	SECR
2	ER	ECR, SER
3	ECR	Nil
4	ECoR	Nil
5	NR	NCR, WCR, SECR, ECR, CR
6	NCR	ECR, WCR, SECR
7	NER	NR (LKO Divn.), ECR, NCR (ALD Divn.), WCR, SECR
8	NFR	Nil
9	NWR	NCR, WCR, SECR
10	SR	SWR, SCR
11	SCR	SWR
12	SER	Nil
13	SECR	Nil
14	SWR	Nil
15	WR	CR, WCR, SECR
16	WCR	SECR, CR (NGP Divn.)

Annexure I

Composition of Block Rakes

Sl.No	Type of wagon	Standard rake size	Minimum number of wagons to be loaded
	OPEN WAGONS		
1.	BOXN/BOXNHS,BOXNHA ETC.	58	56*
2.	BOX	35	30
3.	BOST	42	40
4.	BKCX	32	30
5.	BOY/BOYN	52	50
	HOPPER WAGONS		
6.	BOBR	52	50
7.	BOBRN	58	56
8.	BOB, BOBC, BOBX, BOXK, BOBS	40	40
9.	BOBSN, BOBY/BOBYN	52	48**
	FLAT WAGONS		
10.	BRN/BRNA/BFNS	40	35
11.	BRH/BRS	35	30
12.	BFR/BFK/BFKI	35	30
	COVERED WAGONS		
13.	BCN/BCNA/BCNAHS/BCXN	40	38
14.	BCX	40	35
15.	BCCN	30	29
16.	NMG	25	24
	TANK WAGONS		
17.	BTPN	48	46
18.	BCCW (Bulk Cement)	40	38
19.	BTPGLN	32	30
20.	Tank Wagon (4 wheeler)	72	68
21.	Tank Wagon – TG type (4 wheeler)	64	62
22.	**Mixed Rakes (BG):** BOXN & BOYN BOX & BFR/BRH*** BOXN & BRN, BOST & BRN	 55 35 35	 55 (minimum 15 of each type) 30 (minimum 10 of each type) 35 (minimum 10 of each type)
23.	**Meter Gauge Wagons** (i) MG to MG (ii) MG to BG		 34 (in terms of 4 wheelers) 90 (in terms of 4 wheelers)

* BOXN in Kulem-Castle Rock section 54 wagons permitted for trainload class rate

** The minimum number of wagons for Dallirajhara – Bhilai section will be 45 wagons.

*** BFR and BRH wagons may be treated as one type and BOX as another type for reckoning the minimum 10 number of each type.

Illustration-I

B 25 BCNs

A
40 BCNs

C 15 BCNs

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

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

Illustration-II

B 15 BCN

A C D 40 BCNs
25 BCNs

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

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

Illustration-III

A (25 BCNs) B(15 BCNs) C(40 BCNs)

If 25 BCNs are booked from point 'A' and 15 BCNs are booked from point 'B' and two parts of the rake are combined at point 'B' which is moved upto the destination point 'C', then the freight would be worked out as under:

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

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

Annexure-III

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

S.NO.	POINT I	STATION NAME	POINT II	STATION NAME
	CENTRAL RAILWAY			
1	KSAG	KALAMBOLI EXCHANGE YARD	KLMG	KALAMBOLI GOODS YARD
2	KSAG	KALAMBOLI EXCHANGE YARD	KYN	KALYAN
3	KLMG	KALAMBOLI GOODS YARD	KYN	KALYAN
	EASTERN RAILWAY			
1	BLN	BALLYGUNGE J.	DOCK	K.P. DOCK
2	JOX	JANAI ROAD	DKAE	DANKUNI
3	BLH	BELGHARIA	TGH	TITAGARH
	EAST CENTRAL RAILWAY			
1	DNR	DANAPUR	FUT	FATUHA
	RAILWAY	**EAST COAST RAILWAY**		
1	VZP	VISHAKHAPATNAM PORT	VNCW	VISHAKHAPATNAM NEW GOODS COMPLEX
	NORTHERN RAILWAY			
1	BGZ	BAHADURGARH	GZB	GHAZIABAD
2	BHD	BADLI	GZB	GHAZIABAD
3	BVH	BALLABGARH	GZB	GHAZIABAD
4	BVH	BALLABGARH	TKD	TUGHALAKABAD
5	CDG	CHANDIGARH	GVG	MANDI GOVIND GARH
6	CDG	CHANDIGARH	JUDW	JAGADHARI WORKSHOP
7	DDL	DHANDARI KALAN	CDG	CHANDIGARH
8	DDL	DHANDARI KALAN	GVG	MANDI GOVIND GARH
9	DDL	DHANDARI KALAN	HSQ	HUSAINPUR
10	DDL	DHANDARI KALAN	JUC	JULLANDHAR CANTT
11	DDL	DHANDARI KALAN	SRX	SURANUSSAI
12	FDB	FARIDABAD	BHD	BADLI
13	FDB	FARIDABAD	GZB	GHAZIABAD
14	FDB	FARIDABAD	TKD	TUGHALKABAD
15	GUH	GULDHAR	GZB	GHAZIABAD
16	GZB	GHAZIABAD	TKD	TUGHALKABAD
17	SRX	SURANUSSI	GVG	MANDI GOVINDGARH
18	SRX	SURANUSSI	HSQ	HUSAINPUR
19	SRX	SURANASI	JAT	JAMMU TAWI
20	SRX	SURANUSSI	JUC	JALANDHAR CITY

21	TIST	TUGHALAKABAD TATA SIDING	FDSG	FARIDABAD NEW TOWN FDSG IRON & STEEL SDG.
22	TKD	TUGHALAKABAD	GUH	GULDHAR
23	TKD	TUGHALAKABAD	OKA	OKHLA

NORTH CENRAL RAILWAY

1	GWL	GWALIOR	JHS	JHANSI
2	CPC	KANPUR GOODS SHED	NYN	NAINI
3	CPC	KANPUR GOODS SHED	PNK	PANKI
4	PNK	PANKI	NYN	NAINI
5	JAB	YAMUNA BRIDGE	BTE	BHARATPUR
6	JAB	YAMUNA BRIDGE	GWL	GWALIOR

SOUTHERN RAILWAY

1	AVD	AVADI	PWO	PERAMBUR WORKS
2	AVD	AVADI	KOKG	KORUKKUPET GOODS SHED
3	CHTS	COCHIN HARBOUR TERMINUS	KLMR	KALAMASSERI
4	PLMD	PILAMEDU	KLMR	KALAMASSERI
5	PWO	PERMABUR WORKS	KOKG	KORUKKUPET GOODS SHED
6	TI	TIRUNINARAVUR	KOKG	KORUKKUPET GOODS SHED
7	TI	TIRUNINARAVUR	AVD	AVADI
8	TNPM	TONDIARPET	KOKG	KORUKKUPET GOODS SHED
9	TNPM	TONDIARPET	PWO	PERAMBUR WORKS
10	TNPM	TONDIARPET	AVD	AVADI
11	TPGY	TIRUCHIRAPPALLI GOODS	GOC(B)	PONAMALAI (GOLDEN ROCK) BHEL
12	TVT	TIRUVOTTITUR	AVD	AVADI
13	TVT	TIRUVOTTIYUR	KOKG	KORUKKUPET GOODS SHED
14	TVT	TIRUVOTTIYUR	PWO	PERAMBUR WORKS

SOUTH CENTRAL RAILWAY

1	SNF	SANATH NAGAR	NPL	NAGALAPALLE (SAIL SIDING)
2	NPL	NAGALAPALLE(SAIL SIDING)	LPI	LINGAMPALLI (BHEL SIDING)
3	NPL	NAGALAPALLE (SAIL SIDING)	SNAG	SANATNAGAR NEW GOODS COMPLEX
4	SAIN	SAIL SIDING, NAGULAPALLI	LPI	LINGAMPALLI (BHEL SIDING)
5	SAIN	SAIL SIDING, NAGULAPALLI	SNAG	SANATNAGAR NEW GOODS COMPLEX

SOUTH EASTERN RAILWAY

1	SHM	SHALIMAR	SHLM	SIBPORECHAR
2	BNDM	BONDAMUNDA JN.	ROU	ROURKELA
3	SHM	SHALIMAR	SRC	SANTRAGACHI

SOUTH EAST CENTRAL RAILWAYS

1	KAV	KALUMNA	ITR	ITWARI
2	BIA	BHILAI JN.	BSPC	BHILAI STEEL PLANT CITY

3	BIA	BHILAI JN.	RSD	RAIPUR STORE DEPOT SDG
4	ITR	ITWARI	BTBR	BUTIBORI
5	KAV	KALAMNA JN.	BTBR	BUTIBORI
6	KAV	KALAMNA	BSPC	BHILAI STEEL PLANT CITY

SOUTH WESTERN RAILWAY

1	CSDR	CHANNASANDRA	BYPL	BAIGYHAPPANAHALLI

WESTERN RAILWAY

1	BRCY	VADODARA MARSHALLING YARD	KHD	KHODIYAR, (SAIL STOCK YARD)
2	BRCY	VARODARA MARSHALLING YARD	KKF	KANKARIA
3	BH	BHARUCH	BRCY	VADODARA MARSHALLING YARD
4	KHD	KHODIYAR, (SAIL STOCK YARD)	KKF	KANKARIA

WEST CENTRAL RAILWAY

1	BTE	BHARATPUR	KTT	KOTA
2	NSZ	NISHATPUR	MDDP	MANDI DIP