



पश्चिम रेलवे
Western Railway

SCHEMES FOR FREIGHT CUSTOMERS

GOODS TRAFFIC

Freight Incentive Scheme – Goods Traffic

1) **Automatic Freight Rebate Scheme** for traffic loaded in Traditional Empty Flow Directions (TEFD) under which discounted freight is charged at Class LR1/Class 100/Class 110 for train load/wagon load respectively), if traffic is booked in notified empty flow directions. Discount is granted through system.
([Rates Circular no. 08 of 2020 and its corrigendum No. 1 dtd 30.06.2020](#))

2) **Long Term Traffic Contract (LTTC)** is a policy which provides freight stability to its customer in the current year of the agreement along with the rebate in freight based on incremental growth in Gross Freight Revenue GFR). Rebate is also available for retention of GFR in each year of the agreement period.
([Rates circular 14 of 2017](#))

3) **Busy Season Charge** which was levied during busy season @15% on all goods traffic has been withdrawn from 01.10.2019 for all traffic; except Iron Ore and POL traffic.
([Corrigendum No.1 dt.12.09.2019 to Rates Master Circular/Dynamic Pricing Policy/2015/0](#))

Freight Incentive Scheme – Goods Traffic

- 4) **Revised Round Trip Tariff (RTT) policy** has been implemented from 24.10.2020 and will remain valid upto 23.10.2021. Under this policy, freight discount is granted to traffic if customer offers to book traffic in onwards as well as return direction. The return traffic under this traffic is charged at lower of the two classes of onward vis a vis return traffic, effectively both onwards and return traffic/commodities are charged at lower class among these, subject to terms and conditions applicable, except for coal and coke for which maximum discount is capped at 10% of NTR. Rail users desirous of availing incentives under RTT policy shall be required to apply to Zonal Railway.

[\(Rates Circular No.27 of 2020\)](#)

- 5) **Incentive to fly ash:** 40% discount in freight is granted to fly ash traffic booked in Open Stock; both in bagged condition as well as bulk/loose condition. Fly ash loaded in flat wagons is also granted 40% concession, if loaded in bagged condition. Fly ash in covered wagons in bagged condition is now charged at Class LR1.

[\(Rates Circular No.09 of 2020 and its corrigendum No.1 dt.03.08.2020\)](#)

Freight Incentive Scheme – Goods Traffic

- 6) **Short lead concession** has been re-introduced from 01.07.2020 under which discount in freight at the rate of 50%, 25% and 10% is granted to the traffic booked upto 0-50KM, 51-75KM and 76-90 KM respectively except Coal & Coke and Iron ore traffic.

(Rates Circular No.16 of 2020 and its corrigendum No.1 dt.05.08.2020)

- 7) **Concession on long lead traffic** has been introduced from 01.07.2020 for Coal & Coke, Iron ore and Iron & Steel traffic under which discount in freight is granted; 20% to Coal & Coke for distance >1400KM, 20% to Iron & Steel for distance >1600KM; and 15% for distance >700KM and 20% for distance >1500 Km for Iron ore.

(Rates Circular No.15 of 2020)

- 8) **Non-levy of Terminal charges** at unloading point for the traffic booked to and from notified alternate goods shed instead of busy goods shed. Terminal charge is otherwise levied at Rs.20 per tonne for goods sheds and PFTs. This intends to offer efficient and faster handling of goods at less busy terminals for benefit of customer. This will also help Indian Railway in better utilization of its terminal infrastructure.

(Rates Circular No.14 of 2020)

Freight Incentive Scheme – Goods Traffic

- 9) **Permissible Carrying Capacity for loading of Pet Coke** in Open wagons have been reduced, thereby, reducing the chargeable tonnage per wagon. This has been done with a view to make Pet Coke freight more viable by eliminating the payment of dead freight by customer, as pet coke is high volume-low weight commodity.

(Corrigendum No.2 dt. 25.06.2020 and Corrigendum No.4 dt.03.08.2020 to Rates Master Circular/PCC/CC+8 etc/2020/0)

- 10) **Incentive Scheme for loading of Bagged consignment in open and flat wagons** – Rebate of 20% on cement, china clay, chemical manure, food grain etc.; 30% on urea. Besides large size bags upto 2.5 tons have been permitted on open wagons.

(Rates Circular No.27 of 2016 and its corrigendum No.3 dt.03.10.2019)

- 11) Rates for NMG rakes have been notified for movement to Bangladesh Railway.

(Board's letter No.2020/TT-VI/71/BDR/01 dated 19.08.2020)

Freight Incentive Scheme – Goods Traffic

12) Rebate in freight for commodities loaded in privately owned wagons notified for the period from 01.10.2020 to 30.09.2021. These are the private wagons procured before currently prevailing wagon investment schemes.

(Rates Circular No.24 of 2020)

13) Debit/Credit system of Demurrage has been permitted in case of private sidings, up to 30.09.2021. Demurrage is a charge levied for detention of wagons beyond permissible free time. This policy initiative permits demurrage for private sidings to be charged on monthly basis, and to debit-credit or to adjust the time saved in one wagon against other, subject to laid down terms and conditions.

(Corrigendum No.11 dated 14.09.2020 to Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0)

14) Free time for loading/unloading increased in case of bagged consignment in open wagons at EOL terminals from three hours to six hours, upto 31.03.2021.

(Corrigendum No.12 dated 25.09.2020 to Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0)

Freight Incentive Scheme – Goods Traffic

15) Penalty for overloading- Detention Charge levied @5000/- per overloaded wagon has been withdrawn. Punitive Charge rules have been revised such that on detection of overloading at other than originating point, if customer carries out load adjustment at such point, Punitive Charge will be levied for the distance travelled by the train from originating station to the load adjustment point rather upto destination point as was the previous rules.

[\(Corrigendum No.2 dt.16.09.2020 to Rates Master Circular/Weighment/2019/0\)](#)

16) PCC and loading tolerance of BCFC and BCFCM wagons notified. Since these wagons are loaded using precision loading mechanism using controlled discharge techniques, therefore, loading tolerance for these wagons have been reduced. This results in higher permissible carrying capacity(PCC). It benefits both customer and railways by increasing the throughput. These wagons are largely used to carry cement, fly ash etc.

[\(Corrigendum 6 dated 17.09.2020 to RMC/PCC/CC+8 etc./2020/0\)](#)

17) Additional free time of one hour per rake for covering open wagons with Tarpaulins: For loading loose/bulk commodity at all terminals including EOL sidings, one hour per rake has been permitted additionally for covering open wagons.

[\(Corrigendum No.14 dated 21.10.2020 to Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0\)](#)

Transportation Products - Goods Traffic



- 1) Minimum number of wagons for availing trainload benefit for BCNHL has been reduced from 58 wagons to 42 wagons w.e.f. 16.04.2020 till 30.09.2020. Now further extended upto 31.12.2020.

(Corrigendum No.30 dt.15.04.2020 and Corrigendum No.31 dt.19.05.2020 to Rates Master Circular/2016 on block rakes/mini rakes/two point combination etc. Corrigendum No.07 dt.30.09.2009 to Rates Master Circular on block rakes/mini rakes/two point combination etc./2020)

- 2) Supplementary charge which was levied @5% on Mini Rake and Two point rake has been withdrawn from 01.10.2019.

(Corrigendum No.22 dt.12.09.2019 and Corrigendum No.24 dt.20.09.2019 to Rates Master Circular/2016 dated 14.07.2016 on block rakes/mini rakes/two point combination etc.

Transportation Products - Goods Traffic



- 3) Distance for operation of Mini Rake (20 wagons) has been increased to 1500 KM. Mini rakes have also been permitted beyond 1500KM upto 2000KM and beyond 2000KM on payment of supplementary charge @7.5% and @10%, respectively. This charge is levied on graded manner, i.e. only for the relevant distance. This is valid upto 31.12.2020.

(Corrigendum No.30 dt.15.04.2020 to Rates Master Circular/2016 dated 14.07.2016 on block rakes/mini rakes/two point combination etc.; Corrigendum No.4 dated 28.08.2020 to RMC on Block Rakes/Mini Rake/Two Point Combination etc./2020; Corrigendum No.06 dt.30.09.2020 to Rates Master Circular on block rakes/mini rakes/two point combination etc./2020)

- 4) Two point destination terminals should not be more than 500KM apart in lean season as well as in busy season. Further, two point originating terminals should not be more than 500KM apart. This distance restrictions was earlier 200KM. It has now been relaxed to 500KM. The validity of this policy is upto 31.12.2020.

(Corrigendum No.30 dt.15.04.2020 to Rates Master Circular/2016 dated 14.07.2016 on block rakes/mini rakes/two point combination etc.; Corrigendum No.08 dt.30.09.2020 to Rates Master Circular on block rakes/mini rakes/two point combination etc./2020)

Transportation Products - Goods Traffic



- 5) Two-point booking of automobile traffic has been permitted in NMG, BCCNR and BCABM wagons.

(Rates Circular No.19 of 2020)

- 6) Two point combination for other than covered stock for steel traffic are notified by Railway Board. Recently, 23 new pairs have been included in the list.

(Corrigendum No.2 dated 25.08.2020 to RMC on Block Rakes/Mini Rake/Two Point Combination etc./2020)

- 7) Automatic Freight Rebate Scheme for traffic loaded in traditional empty flow direction (TEFD) The scheme lays down minimum number of wagons in a rake that are eligible for availing this scheme. Recently, this number has been reduced to 10 wagons for BCN and BCNHL rakes. BCN and BCNHL are covered wagons usually used for transportation of bagged commodities like food grains, sugar, cement etc.

(Corrigendum No.2 dated 18.08.2020 to Rates Circular No.8 of 2020)

Transportation Products - Goods Traffic



- 8) Running of freight trains over seven CC+8 routes are included over Northern Railway. Higher payload helps railways as well as customers with better stock utilization and higher throughput.

(Corrigendum No.5 dated 14.08.2020 to RMC/PCC/CC+8etc./2020/0 and Board's letter No.TCR/1394/2020/4)

- 9) NMG rakes allowed with two point unloading destinations for automobile traffic.

(Rates Circular No.19/2020 and Board's letter No.TCR/1017/2020/2 dt.05.08.2020)

- 10) Standard Rake Size and Minimum number of wagon to be loaded in case of BAFRDR wagons validity extended up to 31.03.2021.

(Corrigendum No. 05 dt. 14.09.2020 to Rates Master Circular on Block Rakes/Mini Rakes/Two point combination etc./2020)

Ease of Business - Goods Traffic



1) Registration of demand for wagons electronically (e-RD) has been implemented to provide electronic demand note facility through FOIS website wherein, customer can register their demand for wagons electronically. This facility has been extended to Container traffic, Freight Forwarders, Iron & Steel, Iron Ore, Salt and Granite traffic.

([Rates Master Circular/e-RD/2019/0](#) and [its addendum dt.03.04.2020](#))

2) Electronic Transmission of Railway Receipt (eT-RR) has been launched to provide paperless transaction system where Railway Receipt is generated and transmitted electronically to customer through FOIS, and even delivery of goods is given through e-surrender of eT-RR. This facility has been extended to container traffic, Freight Forwarders, Iron & Steel, Iron Ore, Salt and Granite traffic.

([Rates Master Circular/eT-RR/2019/0](#) and [its addendum dt.03.04.2020](#))

3) Terminal Management System (TMS) provides system based preparation of Railway Receipt for freight traffic. Two new features have been added to promote digital working (a) Preparation and submission of online goods balance sheet and (b) System generated Money Receipt for ancillary charges e.g. Demurrage, Wharfage etc.

(Board's letters No.TC-I/2016/201/5 Pt. [dt.29.11.2019](#) & [dt.31.01.2020](#); [No.TC-I/2020/103/efile/1-PartI dated 04.9.2020](#))

Ease of Business - Goods Traffic



- 4) Online interface to Freight Customers through Freight Operation Information system(FOIS) to provide all requisite information e.g. freight class and rate; position of indent/demand for each station; outstanding indents, shortest/popular routes, terminal handling facilities; freight calculator; facility to track and trace rakes.
- 5) Electronic payment system enables collection of freight charges directly from customer's bank account. Customers have to enter into tripartite agreements with bank and zonal railways for the same. It enables fast, safe, efficient and transparent mode of payment for freight charges, which normally are large value transactions. In recent past, Automobile Freight Train Operators (AFTOs) have been allowed single agreement e-payment facility with base terminal Railway.

(Corrigendum No.3 to Rates Master Circular/E-Payment/2014/1) and (Rates Master Circular/E-Payment/2019/0)

Ease of Business - Goods Traffic



6) Freight Advance Scheme offers Tariff certainty in lieu of freight advance. Under this scheme, Railway shall accord priority in allocation of rakes within same class to freight customers who have signed agreement. The scheme is open to customers who are e-payment customers for freight payment and have given minimum annual freight revenue of ₹ 500 crore as freight payee in previous calendar year.

[\(Rates Circular No.1 of 2020\).](#)

7) Issue of Money Receipt in the name of handling agent of freight customer has been permitted. Handling agents were already recognized as freight payee entity under e-payment agreement. It has now been taken into cognizance that handling agents in certain cases are appointed by customers for payment of demurrage, wharfage and other charges. Now under GST regime, it is important to issue Money Receipt in favour of handling agents, so as to ensure proper implementation of GST and also so that handling agents are able to avail input tax credit as due.

[\(Rates Circular No.23 of 2020\).](#)

Customer Friendly Weighment Policy – Goods

- 1) In case of variation between two weighment results of a rake, the weight of second weighment will be the chargeable weight and not the higher of the two. Under previous policy, higher of the two weight readings was taken as final.

(Para 2.2 of [Rates Master Circular/Weighment/2019/0](#))

- 2) On detection of overloading in a rake, if load adjustment is not feasible at originating point, then it may be permitted at nearby location and transit time from weighment point to load adjustment point for levy of Detention Charge has been capped to maximum of two hours plus actual duration of load adjustment. Prior to this modification, the detention charge was levied for actual time taken for rake to transit from overloading detection point to load adjustment point plus actual duration of load adjustment.

(Para 4.3(iii) of [Rates Master Circular/Weighment/2019/0](#))

- 3) Permission to accept weighment done at specific road weighbridge for loading of Granite at certain goods sheds of South Central Railway has been granted on experimental basis. System has been so designed to capture all documents and data in TMS to ensure data retrievability and transparency.

(Board's letter No. [TC-I/2020/109/SCR/Granite dt. 30.07.2020](#))

Customer Friendly Weighment Policy – Goods

- 4) Zonal Railways have been empowered to permit installation of Pre-weighbin or Weightometer for weighment of goods traffic in private sidings.

(Para 5.0 of [Rates Master Circular/Provision of Weighbridge/2019/0](#))

- 5) Exemption from mandatory weighment has been permitted in case of loading of Standard Bags of uniform size in container, low density commodities like Pet Coke, Met Coke, Chuni and De-oiled cake. The random sample checks at 5% shall continue.

(Para 3.0 of [Rates Master Circular/Weighment/2019/0](#))

- 6) Exemption from mandatory weighment in case of import containerized traffic to eight container operators (CONCOR, GRFL, DLI, Adani, ICT&IPL, HTPL, IILPL and PMLPPL) on the basis of transmission of SMTP details from Custom server to FOIS via EDI. Further, Nepal bound containerized import traffic has also been exempted from mandatory weighment from 02.09.2019 on the basis of Custom document submitted by CONCOR.

(Para 3.3 of [Rates Master Circular/Weighment/2019/0](#) and [its addendum dt.02.09.2019](#))

- 7) Power delegated to DRMs for permitting installation of private weighbridge on railway land (private sidings as well as goods sheds).

([Corrigendum dated 13.08.2020 to Rates Master Circular/Provision of Weighbridges/2019/0](#)) 17

Encouraging Container Traffic - Goods Traffic



- 1) **Ninety additional commodities have been de-notified and brought under Haulage Charge per TEU rates. Out of 641 commodities notified in goods tariff, 507 commodities are allowed to move in containers at FAK and 38 commodities at Container Class Rate (by applying 15% concession on applicable class rate).**

(Corrigendum No. 24 dt.13.05.2019, Corrigendum No. 25 dt.31.05.2019 & Corrigendum No. 28 dt. 22.07.2019 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

- 2) **Chemical Gypsum, a restricted commodity, has been allowed to move in containers at CCR, valid upto 20.10.2020.**

(Corrigendum No.39 dated 08.10.2020 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

- 3) **Charging Kota Stone and Toluene at Haulage Charge per TEU rates extended till further advice.**

(Corrigendum No. 33 dt. 20.04.2020 & Corrigendum No. 36 dt. 13.07.2020 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

- 4) **Charging of CR Coils by applying 20% concession on applicable class rate extended till further advice.**

(Corrigendum No.34 dt.30.04.2020 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

Encouraging Container Traffic - Goods Traffic



5) New delivery model of Double Stack Dwarf Container to be charged by applying 17% concession on Haulage Charge per TEU rate extended upto 31.03.2021.

[\(Corrigendum to Rates Circular No.22 of 2017 dt.03.03.2020\)](#)

6) 25% concession on Haulage Charge has been permitted in case of empty containers and wagons till 30.04.2021. Haulage Charges for containers are levied at different rates for loaded and empty containers & empty wagons. The current rates are prescribed in Rates Circular No.20 of 2018.

[\(Corrigendum No.6 to Rates Circular No.20 of 2018 dt.01.05.2020\)](#)

7) 5% concession on Haulage Charge per TEU rates has been permitted on loaded containers with effect from 04.08.2020 to 30.04.2021. Haulage Charges for containers are levied at different rates for loaded and empty containers & empty wagons. These also vary for different weight slabs in case of loaded containers.

[\(Corrigendum 07 to Rates Circular No.20 of 2018 03.08.2020\)](#)

8) Round trip based charging implemented to provide an economical & reliable alternative for ultra short lead (upto 50Kms) container traffic which are moving at Haulage Charge per TEU rates, valid upto 30.04.2021.

[\(Corrigendum No.38 dt.14.09.2020 to RMC/CRT-CCR-Hub&Spoke/2015/0\)](#)

Encouraging Container Traffic - Goods Traffic



9) Policy for operation of container trains in railway terminals by notifying as Container Rail Terminal (CRT) extended upto 31.03.2021.

(Rates Circular No. 06 of 2019)

10) Methodology for levying of Terminal Access Charge from 1.5 times to one time for double operation (i.e. unloading followed by loading) extended till further advice.

(Corrigendum No.27 dt.08.07.2019 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

11) Terminal Access Charge Concession @50% has been granted on container traffic handled at Group-III CRTs.

(Corrigendum No.37 dt.14.07.2020 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

12) Benefit of night incentive at par with goods traffic extended to container traffic handled at CRT.
(Corrigendum No.26 dt.26.06.2019 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

Encouraging Container Traffic - Goods Traffic



13) Railways are empowered to permit advance Stacking permission at Group-III CRTs for 24 hrs free of charge and, thereafter, on levy of charge @ 20% of prevailing rate of Ground Usage Charge upto five days only. These guidelines are valid from 09.03.2020 upto 08.03.2021.

(Corrigendum No.31 dt.09.03.2020 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

14) Liberalization in the guidelines for permitting lift on lift off at Group-I and II CRTs by removing the condition of seven rakes per handling line per month, valid upto 17.12.2020.

(Corrigendum No.35 dt.17.06.2020 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

15) Zonal Railways have been empowered to permit advance stacking permission for more than five days period in case of underutilized Group-III CRTs.

(Corrigendum No.40 dt.26.10.2020 to Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0)

16) Stabling Charge on container traffic not to be levied on container traffic during 18.05.2020 to 31.03.2021.

(Board's letter No.TC-I/2019/201/6 dt. 23.11.2020)

Development of Goods Shed through PPP Mode

- This policy is aimed at augmenting terminal capacity through private participation by allowing setting up of new goods-shed facilities and developing existing goods-sheds.
- Private parties shall be permitted to repair/re-develop and maintain the existing facilities, and also set up additional facilities as required — including approach roads, drainage, general lighting, covered shed if required, facilities for labour (resting space with shade, drinking water, bathing facilities, etc) and other related infrastructure at existing goods-sheds.
- The incentive to the party that develops the goods-shed/siding shall be in form of a share in the Terminal Charges (TC) and Terminal Access Charges (TA C), as the case may be, for all the inward and outward traffic dealt at the goods-shed for period of 05 years, from the date of completion of the work.
- The private party shall be permitted utilization of available space for establishing small canteen/tea-shop, advertisements, etc, during the currency of the contract.

[\(Railway Board letter No 2020/TC \(FM\)/14/08 dtd 14.10.2020\)](#)

PARCEL TRAFFIC

Incentive Schemes – Parcel Traffic

- **Parcel Cargo Express Train (PCET):** 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.

(Railway Board letter No 2007/TC (FM)/10/3 dtd 20.02.2007 , FM 16 of 2017 dtd 18.12.2017 , FM 01 of 2018 dtd 11.01.2018 and FM 24 of 2020 dtd 17.11.2020)

- **Parcel Special Trains:** To ensure supply chains for essential commodities due to nation wide lockdown, parcel special trains are running with minimum composition of '5' + '1'. The frequency of parcel special trains extended from time to time to mitigate the effects of partial lockdown. Currently the frequency of Parcel special trains has been extended till 31.12.2020

- **Parcel Rakes:** Indented parcel trains permitted to operate with a minimum composition of '10 Parcel Vans + SLR' for perishable traffic. Similarly, Indented parcel trains permitted to operate with a minimum composition of '15 Parcel Vans + SLR' for other traffic. These instructions were effective upto 31.08.2020 and further extended upto 31.03.2021.

Grant of 50% Subsidy to Kisan Rail trains

Ministry of Food Processing Industries (MoFPI) agreed to extend subsidy of 50% on transportation of notified fruits and vegetables through Kisan Rail trains, under “Operation Greens – TOP to Total”.

- **Zonal Railways are requested to extended a subsidy of 50% on transportation of notified fruits and vegetables through Kisan Rail trains.**
- **Full details of the subsidy granted shall be maintained by the Railways – so that proper accountal may be ensured.**
- **CPS of the loading station will be responsible for ensuring that only notified commodities are extended that befits of this scheme.**

(Guidelines issued by MoFPI regarding ‘Operation Greens and list of notified commodities in ‘Operation Greens’).

Development of Parcel Terminal through PPP Mode

Development of modern state-of-the-art dedicated parcel terminals – having facilities such as stacking space, mechanized handling, space for processing and paper-work, etc. is essential for giving fillip to Parcel Traffic.

- **parcel terminals require considerable investment**
- **Hence, Railways permitted development of Parcel terminal through private participation, on revenue-sharing basis.**
- **Subject to operational feasibility, all Goods-sheds, Private Sidings and Private Freight Terminals (PFTs) permitted to handle parcel traffic**

Advance Booking of parcel space



Major parcel loading parties have been demanding for permission to book parcel space in advance to enable them to plan their logistics in a better way. Hence, Railways decided to allow advance booking of parcel space in SLRs, parcel vans attached to passenger carrying trains and time-tables Parcel Special trains.

- Registration for advance booking of space permitted 120 days in advance subject to payment of 10% of total freight.
- Advance Booking of Parcel Space is train specific.
- Permitted at freight equivalent to the highest lump sum leased freight rate for that train.
- Balance payment (90%) of the freight shall be ensured at least 72 hrs before scheduled departure of the train, failing which the advance booking will be cancelled and advance freight forfeited.
- Half (50%) of the advance freight shall be refunded in case the booking is cancelled at least 72 hrs before the schedule departure of the train.
- There shall be no refund if the cancellation is done after the deadline of 72 hrs before the scheduled departure.
- Railways shall ensure that there is no excess booking (more than the capacity), if required, attachment of extra parcel Vans may also be planned to cater to high demand.
- Advance Indenting of Parcel Vans to be attached to passenger-carrying trains and time-tables Parcel Special trains shall also be permitted 120 days in advance, subject to 'Wagon registration Fee' as per extant rules

Temporary Leasing of VPU



As per Para 7.1 of CPLP, provision for temporary leasing of SLRs existed. However, the same was not permitted for Parcel Vans. Hence, with a view to maximize Railway earnings.

- Temporary leasing of Parcel vans to be attached to passenger Special Trains has been allowed for 30 days at a time on quotation basis.
- Both the schemes of Advance Booking of parcel space and temporary leasing of parcel Vans on quotation basis shall remain operational.
- For temporary leasing of Parcel Vans, all relevant provisions of CPLP shall be applicable.
- Railways may go for temporary lease only for trains/period where there are no takers for advance booking.
- Para 6.1 of CPLP amended with reduction in security deposit/ performance guarantee from existing 10% of annual contract value to 5%.

8% Discount on Parcel Trains.

Indian Railways have decided to grant 8% (eight percent) discount on Base Freight for Indented parcel trains, if 24 parcel vans plus Brake Van are 'indented for and loaded' in a single parcel Train.

- **Freight Charges shall be calculated for 24 Parcel vans plus Brake-Van as per the existing principles. 8 % discount shall be given on the Base Freight Rates on the total freight for 24 Parcel vans plus Brake-van.**
- **Other Charges, such as Development Charges, GST, etc. as applicable shall continue to be levied separately.**
- **This discount shall be in addition to any other discounts/rebates/concessions (if applicable) on the Parcel train.**

GS Coaches exclusively for Parcel Traffic



GS Coaches to meet the pending demands in different railways in order to tide the shortage in availability of VPs:

- **Permitted ICF made GS coaches exclusively for moving parcel traffic**
- **Parcel traffic with uniformly distributed payload of 10 tonnes.**
- **Utilized for clearing outstanding piecemeal and rake demands of VPs.**
- **Parcel carrying GS not to be attached in regular passenger services.**
- **Can be run as part of exclusive GS rakes or part of other VP rakes.**
- **Minimum Composition of 10 GS + 1 SLR for perishable and 15 GS + 1 SLR for other parcels up to 31.03.21.**



Western Railway

Serving Customers with a Smile

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