

Important Policy Measures for Freight Customers

(Indicating Initiatives taken during December 2024 – March 2025)

Ministry of Railways has taken a number of freight policy measures to promote movement of goods traffic through railways. List of initiatives duly referring policy circular are given below. For full details of the initiatives, customers may visit the webpage of [Traffic Commercial Directorate](#) on [Indian Railway's website](#).

Customers may get in touch with Sr. Divisional Commercial Manager at Division level or Chief Commercial Manager(FM) at Zonal Railway level for any freight traffic related query.

Customers may also visit the website of FOIS (www.fois.indianrail.gov.in) to know more about freight traffic and policies. They can get all requisite information e.g. freight class and rate for all commodities; position of indent/demand for each station; outstanding indents, shortest/popular routes, terminal handling facilities and freight calculator. Customers can track and trace their rakes while logging their accounts in FOIS.

1.0	FREIGHT INCENTIVE SCHEME
	<p>With a view to offer a competitive Freight Rates to customers and, thereby, attracting more traffic to rail, a number of Freight Incentive Schemes have been launched by Indian Railways namely Liberalized Automatic Freight Rebate Scheme for traffic loaded in Traditional Empty Flow direction (TEFD), Merry Go Round (MGR), Concession on short lead traffic, Station to Station (STS) rates, etc.</p> <p>TEFD provides automatic rebate from the computerized FOIS system shall become available to customers offering traffic in inter-zonal/intra-zonal traditional empty flow direction subject to fulfillment of certain terms and conditions stipulated in this policy (refer Rates Circular No.9 of 2024 and amendments thereto). Under MGR, concession is granted on movement of coal traffic in closed circuit (Rates Circular No.7 of 2016 and amendments thereto). Under Short lead concession, graded concession is granted on movement of traffic upto 100 Kms (Rates Circular No.20 of 2016 and amendments thereto). Under STS, concession is granted on incremental traffic over benchmark NTKM(Rates Circular No.15 of 2022 and amendments thereto)</p> <p>Link of the Policy Circulars:</p> <p style="text-align: center;"><u>Freight Incentive Schemes</u></p>
	Initiatives taken during December, 2024
	<ul style="list-style-type: none"> Freight Incentive Scheme for Fly Ash/Bed Ash has been introduced to generate additional loading of Fly Ash/Bed Ash and to improve utilization of rolling stock. Rates Circular No.19 of 2024

	<ul style="list-style-type: none"> The validity of guidelines for non levy of Terminal Charge in case of Automobile Traffic has been extended till 30.06.2025. <u>Corrigendum 5 to Rates Circular No.14 of 2019</u>
	Initiatives taken during January, 2025
	<ul style="list-style-type: none"> Policy guidelines for concession to Short Lead Traffic has been extended till 31.12.2025. <u>Corrigendum No.06 to Rates Circular No.16 of 2020</u>
	Initiatives taken during February, 2025
	<ul style="list-style-type: none"> Freight Rate for Rail-Sea-Rail (RSR) movement of Domestic Coal has been issued. <u>Rates Circular No.3 of 2025</u>
	Initiatives taken during March, 2025
	<ul style="list-style-type: none"> Revision in the percentage of Rebate in freight for traffic transportation in privately owned wagons. <u>(Rates Circular No.06 of 2025)</u>
	<ul style="list-style-type: none"> Guidelines for Liberalised Automatic Freight Rebate Scheme for the traffic loaded in Traditional Empty Flow Directions (TEFD) have been extended for a period of one year i.e. upto 31.03.2026 <u>(Corrigendum No.03 to Rates Circular No.09 of 2024)</u>
	<ul style="list-style-type: none"> Guidelines regarding Freight Incentive Scheme for loading Bagged Consignment in Open and Flat Wagons have been extended for a further period of one year i.e. upto 31.03.2026 <u>(Corrigendum No.10 to Rates Circular No.27 of 2016)</u>

2.0	TRANSPORTATION PRODUCT
	<p>Full rake movement is beneficial for Railways as well as Customers. Trainload Rate Benefit is offered to customer for full rake movement. This rate is more or less 10% lower than the rate applicable to piecemeal/less than full rake movement. Guidelines have been prescribed for different transportation products such as Block Rake, Mini Rake, Two Point/Multi Point combinations, Cargo Aggregator Transportation Product.</p> <p>Block Rake is train carrying notified number of wagons for a single destination. Mini Rake is a short rake composed of lesser number of wagons than specified for a block rake. Two/Multi-point rakes are trains carrying wagons destined to two or more than two destinations respectively. Cargo Transportation Product facilitates cargo aggregation and expands the commodity basket of IR.</p> <p>Link of the Policy Circulars: <u>Policy Guidelines-Transportation Products:Block Rakes/Mini Rakes/Two Point Combinations etc.</u> <u>Rates Circular No.3 of 2024</u></p>

	Initiatives taken during January, 2025
	<ul style="list-style-type: none"> Minimum and Standard composition of Container rakes has been revised w.e.f 06.01.2025 till further advice. <u>Corrigendum No.57 to Rates Master Circular on Block Rakes/Mini Rake/Two Point Combination etc./2020</u>
	Initiatives taken during February, 2025
	<ul style="list-style-type: none"> Policy guidelines regarding Transportation Product two point rake for Ethanol (From IOC Panipat to Digboi and Guwahati) have been extended till further advice. <u>(Rates Circular No.02 of 2025)</u>
	<ul style="list-style-type: none"> Policy guidelines regarding Transportation Product- Two Point Rake for POL Traffic (from BRPN/IOCL to IOMB Moinarband and Dharmanagar) have been extended till further advice. <u>(Rates Circular No.02 of 2025)</u>
	<ul style="list-style-type: none"> Policy guidelines regarding Transportation Product Block rakes/Mini rakes-various conditions for charging of supplementary charge for Two Point & Multi Point and no. of wagons in BCNHL rake have been extended till further advice. <u>(Rates Circular No.02 of 2025)</u>
	Initiatives taken during March, 2025
	<ul style="list-style-type: none"> TEFD benefit under Mini Rake Facility has been allowed for any distance. <u>(Corrigendum No.58 to Rates Master Circular/Block Rake/Mini Rake/Two point combination etc./2020)</u>
	<ul style="list-style-type: none"> Guidelines regarding operation of two point rake for POL traffic have been extended for a further period of one year i.e. upto 31.03.2026 <u>(Corrigendum No.59 to Rates Master Circular on Block Rake/Mini Rake/Two Point Combination etc./2020)</u>

3.0	CLASSIFICATION OF COMMODITY
	<p>Classification of commodity for the purpose of charging freight is one of important characteristics of freight policy. Though cost of transportation of a commodity by rail is more or less same, but IR is charging different commodities differently based on transportation characteristics of different commodities like loadability, value of commodity, whether raw or finished, essential commodities, etc. 'What the commodity can bear' is one of the most important criteria for fixation of freight rates for traffic. Based on these factors, different commodities have been classified differently for the charging purpose. Presently, commodities have been classified in 19 different classes.</p> <p>Link of the Policy Circulars:</p> <p style="text-align: center;"><u>Goods Tariff No.49 Part I (Vol.II) & Part-II</u> <u>Freight Rate Circulars</u></p>

	Initiatives taken during February, 2025
	<p>Policy guidelines regarding classification of commodity Red Mud under class 110 have been extended till Further advice.</p> <p><i>(Rates Circular No.02 of 2025)</i></p>
	<p>Policy guidelines regarding charging of JCB as Motor Vehicles have been extended till further advice.</p> <p><i>(Rates Circular No.02 of 2025)</i></p>

4.0	PERMISSIBLE CARRYING CAPACITY OF WAGONS
	<p>All wagons in which goods are transported have been designed for specific carrying capacity. For optimum utilization of the earning capacity of wagons, the chargeable weight of wagons has been fixed as Permissible Carrying Capacity (PCC) of wagons. The PCC has been fixed for different routes based on permissible axle load for these routes and wagons both. For certain commodities like light weight commodities, PCC of specific wagons have been fixed lower than the normal PCC based on loadability trial.</p> <p>Link of the Policy Circulars :</p> <p><i>Permissible Carrying Capacity.</i></p>
	Initiatives taken during December, 2024
	<ul style="list-style-type: none"> PCC and loading tolerance of BOXNHL and BOXNHL25T wagons for different routes have been notified. <i>Corrigendum 5 to Corrigendum 97 to Rates Master Circular/PCC/CC+8etc.2020/0</i> The validity of concessional PCC and loading tolerance on various routes for BOST type wagons, when used for carrying steel pipes, extended till 31/12/2026. <i>Corrigendum 128 to Rates Master Circular/PCC/CC+8etc.2020/0</i>
	Initiatives taken during January, 2025
	<ul style="list-style-type: none"> Vaishali - Deoria route has been included in the list of identified CC+8 routes subject to maximum permissible speed of 60 Kmph. <i>Corrigendum No.129 to Rates Master Circular/PCC/CC+8 etc/2020/0</i> Permissible Carrying Capacity (PCC) of Container wagons has been revised for different types of routes. Designed tare weight of BLLMA and BLLMB wagons has been notified, chargeable weight in case of Container Class Rate for containers (20 feet & 40 feet) has been notified. <i>Corrigendum No.06 to Corrigendum No.97 to Rates Master Circular/PCC/CC+8 etc./2020/0</i>
	Initiatives taken during February, 2025
	<ul style="list-style-type: none"> Permissible Carrying Capacity of BLCS (A-car & B-car) wagon have been revised. <i>(Corrigendum No.7 to Corrigendum No.97 to Rates Master Circular/PCC/CC+8 etc./2020/0)</i>

	<ul style="list-style-type: none"> Four routes have been included in the list of already identified CC+8 routes. (Corrigendum No.130 to Rates Master Circular/PCC/CC+8 etc./2020/0)
	Initiatives taken during March, 2025
	<ul style="list-style-type: none"> Three additional routes have been included for running of 25 Tonne Axle Load wagons at 45Kmph. (Corrigendum No.131 to Rates Master Circular/PCC/CC+8 etc./2020/0)
	<ul style="list-style-type: none"> One additional route namely Ernakulum Town (ERN)-Ernakulum Jn.(ERS) have been included in the list of identified CC+8 routes over Southern Railway subject to maximum speed limit of 30kmph for loaded trains and sectional speed for empty rakes. (Corrigendum No.132 to Rates Master Circular/PCC/CC+8 etc./2020/0)
	<ul style="list-style-type: none"> Permissible Carrying Capacity(PCC) of BTCS wagon have been notified for the CC+6 and CC+8 routes. (Corrigendum No.08 to Corrigendum No.97 to Rates Master Circular/PCC/CC+8 etc./2020/0)

5.0	DYNAMIC PRICING POLICY
	<p>Keeping in view the demand pattern of traffic during various seasons, routes etc. and also to compensate the extra effort made by Indian Railways for smooth transportation of commodities, IR has adopted Dynamic Pricing Policy in freight segments. It is known as Demand Management Charges and varies according to season, routes, economic activities etc. Demand Management Charges include Busy Season Charge, Congestion Charge, Development charge, Supplementary Charge etc.</p> <p>Link of the Policy Circulars: Dynamic Pricing Policy - Levy of Busy Season Charge, Development Surcharge and Congestion Charge.</p>

6.0	ROLL ON ROLL OFF (RORO)
	<p>RORO is a service model undertaken by IR where loaded/empty trucks similar to container/automobile traffic drive in and off the bogies for transportation of various commodities by rail allowing door to door acceptance and delivery of goods, besides reducing congestion on road. This service is allowed as to &fro service. RORO has been notified as a commodity in Goods Tariff. All ancillary charges/sub charges/cess is applicable. Free time of three hours has been permitted for loading/unloading. Customer has to ensure safety during transportation.</p> <p>Link of the Policy Circulars: Rates Circular 17 of 2022 Rates Circulars and Letters on RO RO policy</p>

7.0	DEDICATED FREIGHT CORRIDOR (DFC)
	<p>DFCCIL has been granted the status of Railway Administration. The commercial rules of Indian Railway will be applicable on DFCCIL mutatis mutandis like a Zonal Railway till Indian Railway is the sole operator. Guidelines have been issued for concession/quote special rates for Intra-DFCCIL traffic to capture new freight segment, waiver of Demurrage/Wharfage, RORO movement, etc.</p> <p>Link of the Policy Circulars:</p> <p><i>Rates Branch Policies on DFCCIL issues</i></p>

8.0	CONTAINER TRAFFIC
	<p>To promote containerization, private container operators have been permitted to handle their rakes at railway owned terminals, by notifying as Container Rail Terminal(CRT), on payment of Terminal Access Charge. Guidelines are laid down for free time, stacking, Detention Charge, Ground Usage Charge and waiver thereof.</p> <p>Haulage Charge is levied for transportation of containers in privately owned wagons by rail. There are two types of rates - Haulage Charge per TEU (FAK) and Container Class Rate (CCR). CCR is applicable in case of few Notified Commodities and FAK is applicable for all other commodities. Further, guidelines have also been prescribed for Haulage Charge on telescopic basis under Hub & Spoke system of movement. Several new initiatives have been taken to promote container business viz. Haulage Charge for cube containers, Haulage Charge for Double Stack Dwarf container, Round Trip based charging in case of ultra short lead, etc.</p> <p>Link of the Policy Circulars:</p> <p><i>Guide lines regarding Container Rail Terminal (CRT), Container Class Rate (CCR) and Hub & Spoke system of charging.</i></p> <p><i>Compendium CRT-Haulage Charge-Hub&Spoke December 2024</i></p>
	Initiatives taken during December, 2024
	<ul style="list-style-type: none"> Stainless Steel commodity has been excluded from notified commodity group “Iron or Steel”. Stainless Steel while transportation in containers will be charged at ‘Haulage Charge per TEU’ basis in place of ‘Container Class Rate’. <p><i>Corrigendum No.57 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0</i></p>

	<ul style="list-style-type: none"> Policy guidelines for running of mini container rake has been extended for further period of one year i.e.upto 30.11.2025. <i>Corrigendum No.58 of Rates Master Circular/CRT-CCR-Hub&Spoke/2015/0</i>
	Initiatives taken during March, 2025
	<ul style="list-style-type: none"> Guidelines regarding incentive to enhance modal share in containerized traffic of tiles have been issued on pilot basis for a period of 3 months, wherein 50% discount in Haulage charge has been allowed in case of empty container laden rake. <i>(Rates Circular No.04 of 2025)</i>
	<ul style="list-style-type: none"> Guidelines regarding Haulage Charge for running of Double Stack Dwarf Container have been extended upto 31.03.2026 <i>(Corrigendum No.06 of Rates Circular No.22 of 2017)</i>

9.0	REGISTRATION OF INDENT FOR WAGONS, WAGON REGISTRATION FEE, PREMIUM INDENT SCHEME
	<p>Customer can register demand for wagons on payment of Wagon Registration Fee (WRF). Certain traffic are exempted from WRF e.g. Premier Customer (viz. Platinum, Gold, Silver card holders) Container Traffic, Military Traffic. Zonal Railways, after due notice, can make temporary local variations in any of the rules as they consider fit, to meet any exceptional circumstances or to prevent misuse. Premium Indent Scheme provides the facility of supply of wagons on indicated date by the customer on collection of Premium Charge.</p> <p>Link of the Policy Circulars:</p> <p style="text-align: center;"><i>Chapter-II of Goods Tariff, Part-I, Vol-I</i> <i>Premium Indent Scheme</i> <i>Registration of Demand for wagons electronically (e-RD) through FOIS web portal; Premium Indent Scheme.</i></p>
	Initiatives taken during January, 2025
	<ul style="list-style-type: none"> Zonal Railways have been advised to unreservedly allow change of consignee name in the Forwarding Note until preparation of Railway Receipt, as per the extant guidelines. <i>Board's letter No.TC-I/2020/101/eRD/Misc (3319111) dt.01.01.2025</i>

10.0	TERMINAL MANAGEMENT SYSTEM
	Terminal Management System is available at all goods booking points. It facilitates preparation of system based calculation of freight charges; reckoning of placement/withdrawal of wagon/consignment; system based preparation of Railway Receipt/Money Receipt/Demurrage & Wharfage bill; e-Cash Remittance Note; Goods

	<p>Balance Sheet etc.</p> <p>Link of the Policy Circulars:</p> <p><u>Online Goods Balance Sheet; Money Receipt through TMS etc.</u></p>
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11.0	SYSTEM OF CHARGING FREIGHT IN CASE OF SIDING
	<p>In case of sidings, there are two methods for charging freight - (i) Freight upto the serving station plus Siding Charge (for movement between serving station and siding) and (ii) Freight on through distance basis.</p> <p><u>Siding Charge</u></p> <p>Siding Charge is worked out on the basis of Engine Hour Cost and average trip time for movement of wagons/rake between serving station and siding. Engine Hour Cost is notified by Board on yearly basis for Diesel and Electric Locomotive.</p> <p><u>Freight on Through Distance basis</u></p> <p>This method is applicable in case of block rakes going into the siding directly or indirectly with the engine pulling or pushing, provided there is no detention to engines except for change of ends and no separate shunting staff is required exclusively for this purpose. Under this system, Freight is levied upto the buffer end of the siding/yard.</p> <p><u>Shunting Charge</u></p> <p>When railway locomotive is utilized to perform shunting operation in a siding, Shunting Charge is levied, irrespective of the fact whether siding is notified on through distance basis or otherwise. This charge is levied on the basis of actual shunting time and Engine Hour Cost.</p> <p>Link of the Policy Circulars:</p> <p><u>Freight on through distance basis; Siding Charge; Shunting Charge</u></p> <p><u>Compendium System of Charging Freight in case of Sidings Jan 2025</u></p>
	Initiatives taken during January, 2025
	<ul style="list-style-type: none"> With regard to computation of Trip Time for the calculation of Siding Charge, clarification has been issued that extant guidelines holds good as GDR checks is an operational requirement of Railways. <p><u>Board's letter No.TC-I/2021/214/efile (3344078) dt.08.01.2025</u></p>

12.0	PROVISION OF WEIGHBRIDGE
	<p>All loading points are to be covered with weighbridges. Zonal Railways notify associate weighbridge and alternate associate weighbridge for each loading points. Weighbridges are linked with FOIS for transmission of weighment details from weighbridge to FOIS. Guidelines are also prescribed for installation of weighbridges by private parties and for provision of Pre-weighbin/Weightometer and Static Weighbridge with silo system at private sidings.</p> <p>Link of the Policy Circulars:</p> <p><u>Guidelines regarding provision, installation and functioning of weighbridges.</u></p> <p><u>Compendium Provision of Weighbridge December 2024</u></p>
	Initiatives taken during December 2024
	<ul style="list-style-type: none"> Zonal Railways have been advised to follow the laid down conditions for permitting Static Weighbridge at private sidings. <p><u>Board's letter No.TC-I/2021/108/efile/2(3367147) dt.31.12.2024</u></p>

13.0	WEIGHMENT OF WAGONS & PUNITIVE CHARGE FOR OVERLOADING
	<p>Weighment is done for levy of Freight and also to check overloading in wagons. Few commodities (namely Standard Bags, HR/CR coil/sheet; low density commodities e.g. Pet Coke, Met Coke, Nut coke, Chuni, de-oiled cake; containerized import traffic, empty container traffic, Nepal bound traffic, Automobile wagons carrying motor vehicles) are exempted from mandatory weighment on fulfillment of prescribed conditions. In case of overloading, guidelines are prescribed for load adjustment of overloaded wagons and levy of Punitive Charge.</p> <p>Link of the Policy Circulars:</p> <p><u>Weighment of wagons/rake, exemption from weighment, procedure to deal with overloaded wagon(s) and levy of Detention Charge etc.</u></p> <p><u>Compendium Weighment PunitiveCharge December 2024</u></p>
	Initiatives taken during December, 2024
	<ul style="list-style-type: none"> Guidelines regarding dispensation from mandatory weighment in case of Nut Coke has been extended beyond 14.12.2024 till 14.12.2025. <p><u>Addendum No.8 to Rates Master Circular/Weighment/2019/0</u></p>

14.0	FREE TIME, DEMURRAGE, STABLING, WHARFAGE, STACKING AND WAIVER
	<p>For loading/unloading wagons, IR has laid down permissible free time for loading/unloading for different types of railway wagons (viz. Open, Hopper, Flat, Covered, Tank wagons) at different types of terminals (viz. Goods Sheds, Sidings, Steel plants and Engine-on-Load terminals). Free times are prescribed for removal of consignment from railway premises and also for stacking of consignment at railway premises. Guidelines are laid down for levy of Demurrage (<i>for detention of railway wagons</i>); Wharfage (<i>for detention of consignment at railway premises</i>) and Stabling Charge (<i>for detention of privately owned wagons</i>). To facilitate freight customers, guidelines are also stipulated for waiver of Demurrage, Wharfage, Stacking&Stabling Charges.</p> <p>Link of the Policy Circulars:</p> <p><u>Free time, Demurrage, Stabling, Wharfage, Stacking, Waiver and Write-off.</u></p> <p><u>Compendium Demurrage Wharfage Waiver December 2024</u></p>
	Initiatives taken during December, 2024
	<ul style="list-style-type: none"> The term 'open wagons' has been elaborated as 'top open wagons' under the guidelines regarding additional free time for covering open wagons with tarpaulins during loading of loose/bulk commodities. <u>Board's letter No.TC-I/2024/201/efile/10(3480585) dt.03.12.2024.</u> The guidelines regarding free time for loading/unloading of Hopper wagons when supplied in place of Open wagons, has been extended till further advice. <u>Corrigendum 55 to Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0</u>
	Initiatives taken during January, 2025
	<ul style="list-style-type: none"> Guidelines regarding free time for loading/unloading of Hopper Wagons, when supplied in place of Open Wagons, has been extended till further advice. <u>Corrigendum No.55 of Rates Master Circulars/Demurrage-Wharfage-Waiver/2016/0</u>
	Initiatives taken during February, 2025
	<ul style="list-style-type: none"> Classification of Nibkarori(NBUE) Goods shed has been downgraded from Group-II to Group-III terminal. <u>(Board's letter No.TC-I/2021/201/efile/Wharfage (3347317) dt.10.02.2025)</u> Policy guidelines regarding revision in free time and allowances in case of seven old steel plants have been extended till further advice. <u>(Rates Circular No.02 of 2025)</u> Policy guidelines regarding additional free time of 4 hours for cleaning activities to tank wagons in private sidings and goods sheds in case of edible oil when there is change of product have been extended till further advice. <u>(Rates Circular No.02 of 2025)</u>

	Initiatives taken during March, 2025
	<ul style="list-style-type: none"> Clarification issued that rakes (inclusive of RMC) handled on goods handling line(s) of the railway goods shed/stations should be taken into account for the purpose of classification of railway premises (goods shed/stations). (Board's letter No.TC-I/2019/201/6-Part(3) (3329131) dt.07.03.2025) Clarification issued that sidings, which are meant for RMC if opened for normal goods traffic, then no Wharfage charge is leviable on RMC, however, Wharfage rule will be applicable for the goods traffic at such sidings. (Board's letter No.TCR/1078/2024/RMC (3482027/3329131))
	<ul style="list-style-type: none"> Guidelines issued for nominating a team of supervisor by the DRM for carrying out random or periodical check of the loading process in order to curb the instances of uneven loading in wagons. (Board's letter No.TC-I/2025/201/efile/1 (3486300) dt.04.03.2025)
	<ul style="list-style-type: none"> Guidelines have been issued to ensure specialized work related training of one/two days to the staff assigned with the task related to supervision of lashing and security arrangement of Steel consignment. (Board's letter No.TC-I/2024/201/efile/4 (3473178/3467800) dt.04.03.2025)
	<ul style="list-style-type: none"> Guidelines issued to do away the provision of Penal Demurrage and to introduce a new slab of six times of Base Rate known as "Penal Demurrage Rate" beyond detention of 96 Hours. (Corrigendum No.56 of Rates Master Circular/Demurrage-Wharfage-Waiver/2016/0)
	<ul style="list-style-type: none"> The rate of Stabling Charge of ₹650/- per wagon per day or part of a day in case of all privately owned wagons, including wagons owned by container operators, have been extended till 30.04.2025 (Board's letter No.TC-I/2021/201/efile/1 (3344010))

15.0	PORT CHARGES
	<p>Rates for Haulage Charge and Siding Charge have been revised for different types of ports.</p> <p><u>Rates Circular No.20 of 2019</u> <u>Rates Circular No.18 of 2024</u></p>

16.0	GOODS SHED
	<p><u>Alternate Goods Shed</u></p> <p>To incentivize utilization of alternate goods shed in the vicinity of busy goods shed, guidelines have been laid down for non levy of Terminal Charge for handling traffic at alternate goods sheds. Zonal Railways are empowered to notify alternate goods sheds.</p> <p>Link of the Policy Circulars: <u>Rates Circular No.14 of 2020</u> <u>Instructions regarding Goods Sheds</u></p>

	<p><u>Facilities to labour working at Goods Shed</u></p> <p>Railways provide the facility of drinking water, toilets and resting facilities at goods sheds. In addition to this, raised taps for bathing purpose are considered for provision by Zonal Railways on case to case basis depending on local requirements as a gesture of general welfare.</p> <p>The work of loading/unloading of wagons at Goods Sheds is organized by the consignor(s)/consignee(s) and not by the Railway. As labour is engaged by the freight customer, therefore, Railway is not accountable for their service condition and other measures e.g. I-card, medical facility, railway pass, minimum wages etc. Indian Railway does not recognize any union in this regard.</p> <p>Link of the Policy Circulars:</p> <p style="text-align: center;"><i>Instructions regarding Goods Sheds</i></p>
	Initiatives taken during February, 2025
	<ul style="list-style-type: none"> Gazette Notification enlisting Notified Stations for removal of goods without delay has been published (effective from 25.02.2025) <p style="text-align: right;"><i>(Rates Circular No.01 of 2025)</i> <i>Gazette Notification No.S.O. 959(E)</i></p>

17.0	ELECTRONIC REGISTRATION OF DEMAND FOR WAGONS (eRD)
	<p>Registration of demand for wagons electronically (e-RD) is <i>in vogue</i> since 2014. It provides a facility to freight customers to register demand for wagons electronically through FOIS web portal. For availing this facility, the prospective customer is to register and verify themselves on the e-Demand module of FOIS. After registration, customer can place demand for wagons by logging into the module. Wagon Registration Fee is also collected electronically. This has made the process of registering demand for wagons simpler, convenient, speedier and transparent.</p> <p>Link of the Policy Circulars:</p> <p style="text-align: center;"><i>Registration of Demand for wagons electronically (e-RD) through FOIS web portal; Premium Indent Scheme.</i></p> <p style="text-align: center;"><i>Compendium eRD December 2024</i></p>
	Initiatives taken during February, 2025
	<ul style="list-style-type: none"> Guidelines have been issued for capturing of indents and generation of Railway Receipt through the system in case of Military Traffic. <i>(Board's letter No.TC-I/2020/8/efile/1-Part(1) (3329130) dt.07.02.2025)</i>
	<ul style="list-style-type: none"> Guidelines have been issued for registration of indents and generation of Credit Note in case of Railway Material Consignment through the system. <i>(Board's letter No.TC-I/2023/104/efile/1 (3449966) dt.07.02.2025)</i>

18.0	ELECTRONIC TRANSMISSION OF RAILWAY RECEIPT (eT-RR)
	<p>Electronic transmission of Railway Receipt (eT-RR) is <i>in vogue</i> since 2019. It provides a user friendly and paperless transaction system wherein Railway Receipt(RR) is transmitted electronically to rail customers. Customers (consignor and consignee both) wishing to avail this facility will have to pre-register themselves as per the procedure laid down for registration of demand for wagons electronically (e-RD) through FOIS. After completion of loading, eT-RR is generated in the system, which can be accessed by the customer on FOIS. The consignor can transfer the eT-RR to registered user of his organization or to invoiced consignee(s) through FOIS. Delivery of consignment is given on e-surrender of eT-RR by the consignee. The procedure of e-surrender is also applicable in case of rebooking and diversion. eT-RR is transmitted electronically to destination station and to Accounts offices of IR for verification purpose.</p> <p>Link of the Policy Circulars:</p> <p style="text-align: center;"><u>Electronic Transmission of Railway Receipt (eT-RR)</u></p> <p style="text-align: center;"><u>Compendium eTRR December 2024</u></p>
	Initiatives taken during March, 2025
	<p>Guidelines for the preparation of Railway Receipts and clearance of Outstanding dues before closure of FY 2024-25 have been issued.</p> <p style="text-align: right;"><u>(Board's letter No.TC-I/2020/103/efile/3 (3326889))</u></p>

19.0	DIGITAL PAYMENT
	<p>As a customer friendly step, digital payment for freight charges are in vogue. It provides fast, safe, efficient and transparent mode of payment for freight charges, which normally are large value transactions. There are two types of digital payment - Electronic payment (E-Payment) system and Online Payment.</p> <p>(i) <u>E-payment System</u> enables collection of freight charges directly from customer's bank account. It requires execution of tripartite agreement between Freight Customer (consignor/consignee), Bank and Zonal Railway. All nationalized/public sector banks; HDFC, AXIS, ICICI and Kotak Mahindra are permitted. Further, Handling Agent of customer and private banks are also allowed through quadripartite agreement.</p> <p style="text-align: center;"><u>Compendium Epayment December 2024</u></p> <p>(ii) <u>Online Payment</u> has been launched since June 2021. It provides the facility for payment of Freight and Ancillary Charges e.g. Premium Charge (in case of premium indent), Wagon Registration Fee, Demurrage, Wharfage, Siding Charge, Shunting</p>

	<p>Charge, Rebooking Charge, Diversion Charge, etc via SBI payment gateway through internet banking, RTGS, NEFT, Credit/Debit card, UPI. This payment system is available round the clock on all seven days of a week.</p> <p><u>Rates Circular No.18 of 2021</u></p> <p>Link of the Policy Circulars: <u>Guidelines for Electronic Payment System, Freight Advance Scheme etc.</u></p>
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20.0	FREIGHT BUSINESS DEVELOPMENT(FBD)
	<p>Rail customers used to submit manual applications for various freight related activities like stacking permission, diversion, rebooking, short of destination delivery, waiver of demurrage/wharfage, Station to Station Rates etc. From December 2021, a digital facility has been provided in Freight Business Development portal of FOIS wherein freight customer can upload his signed application and the system will forward such application to the concerned railway authority for further processing. This has greatly facilitated the customer and made the business process hassle free.</p> <p>Link of the Policy Circulars: <u>Rates Circular No.34 of 2020</u></p>

21.0	RAIL GREEN POINT
	<p>Policy guidelines have been laid down in March 2022 for assigning ‘carbon saving point’ termed as Rail Green Point to esteemed freight customers of IR. Every customer who places demand on e-demand module will be prompted by a ‘Pop up’ Thanking him for choosing rail transport. Once RR is generated, the saving of carbon emission is credited to customer’s account in the form of Rail Green Points with a downloadable certificate. This gives a ‘Feel Good Factor’ to freight customers and act motivate them to transport more by rail.</p> <p>Link of the Policy Circulars: <u>Rail Green Point(Carbon saving while transportation by Rail)</u></p>

22.0	CONVEYANCE OF DANGEROUS GOODS
	<p>Rules for transportation of dangerous/explosive/hazardous commodities by rail are prescribed vide Railway Red Tariff and subsequent amendments. Rules are amended from time to time to accommodate the safety protocols of any new commodity allowed for transportation through Rail. Recent amendments include permitting movement of</p>

	<p>Gasoline, for which packing condition has been prescribed vide Amendment dated 24th March 2023. Keeping in view, International Maritime Dangerous Goods(IMDG) norms, guidelines have been laid down for transportation of dangerous/hazardous goods in containers in July 2024 & September 2024.</p> <p>Link of the Policy Circulars: <u>Rules for conveyance of explosives and other dangerous goods by rail (Red Tariff)</u> </p>
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23.0	SOCIAL OBLIGATION
	<p>Guidelines for transportation of relief material to flood affected area, are issued from time to time.</p> <p><u>https://indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/Rates-Letters/2022/Document%20128.pdf</u></p> <p><u>https://indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/Rates-Letters/2019/karnata_Kerala_Maharashtra_Flood_100819.pdf</u></p> <p><u>https://indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/Rates-Letters/2019/TCR_LEVY_Kerala.pdf</u></p> <p><u>https://indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/Rates-Letters/2019/Relief_Bihar_Assam_200719.pdf</u></p>

24.0	MISCELLANEOUS
	Initiatives taken during March, 2025
	<p>Guidelines regarding revision in the rates of Miscellaneous charges and transportation of Track Machine have been issued.</p> <p><u>(Rates Circular No.05 of 2025)</u></p>