

भारत सरकार GOVERNMENT OF INDIA  
रेल मंत्रालय MINISTRY OF RAILWAYS  
(रेलवे बोर्ड RAILWAY BOARD)

No. TCR/1078/2023/Cargo/3446249

Dated:15.02.2024

**Sub:** Cargo Aggregator Transportation Product

**Ref:** Board's letter No.TCR/1078/2014/02 dated 16.06.2015 (Rates Master Circular/FIS/2015/0) and corrigenda thereto.

In supersession of the Incentive Scheme for Freight Forwarders mentioned in Para 4.3 of the above referred Rates Master Circular and corrigenda thereto, it has been decided by the Competent Authority to launch a new Transportation Product named as Cargo Aggregator Transportation Product. The details of this transportation product are as under:

1.0	<b>Objective:</b> The product aims to facilitate cargo aggregation and thereby, expand the commodity basket on Railways.			
2.0	<b>Applicability:</b> Cargo Aggregator Transportation Product shall be applicable for loading of all commodities except the following: (i) Coal and Coke (including Petroleum coke) commodity group; (ii) Minerals and Ores commodity group; (iii) Iron or Steel commodity group; and (iv) All type of Slags.			
3.0	<b>Lead restriction:</b> The traffic booked under this product should have minimum lead of 300 Kms.			
4.0	<b>Permitted wagons:</b> The product is applicable only when loaded in Covered wagons such as BCN/BCNA/BCNAHS group and BCNHL group.			
5.0	<b>Rating:</b>			
5.1	Cargo loaded in a wagon under this Scheme will be charged at the rates indicated below:			
	Details	Number of wagons	Commodity	Freight Rate (for Block rake including two point rake, Mini Rake*)
(a)	Individual wagon loaded with a single commodity.	Any number of wagons.	As per Para 2	Train load rate for the commodity loaded for each wagon.
(b)	Individual wagon loaded with 2 commodities.	Any number of wagons.	As per Para 2	Train load rate at the higher Class of 2 commodities loaded for each wagon loaded with 2 commodities.
(c)	Individual wagon loaded with more	Not more than 10	As per Para 2,	Train load rate at Class 120 for each wagon

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	than 2 commodities.	wagons for Block rake and not more than 5 wagons for Mini Rake	Cement & Clinker excluded	loaded with more than 2 commodities.
(d)	Individual wagon loaded with more than 2 commodities.	Not more than 20 wagons for Block rake and not more than 10 wagons for Mini Rake	As per Para 2	Train load rate at Class 130 for each wagon loaded with more than 2 commodities.
<p><i>*Mini Rake will comprise of minimum 20 covered wagons. The notified supplementary charges applicable for Two Point Rake and Mini Rake will be levied.</i></p>				
5.2	<p>The combinations of commodities permitting for loading under the policy are given below-</p> <p>i. (c) along with (a) and/or (b)</p> <p>ii. (d) along with (a) and/or (b)</p> <p>Both (c) and (d) will not be permitted simultaneously in a rake.</p>			
6.0	<b>Floor rate:</b>			
6.1	<p>After grant of all concessions/discounts permissible under this policy, the chargeable freight should not be less than the Normal Tariff Rate (NTR) of Class LR1.</p> <p>NTR refers to the freight charges for transport of a commodity and should be inclusive of Demand Management Charges like Busy Season Charge, Congestion Charge and Supplementary Charge as applicable to various transportation products. All other charges like Development Charge, Terminal Charge, punitive Charges for overloading in wagons, penal charges for mis-declaration etc. will be levied on NTR.</p> <p>If commodities booked under the para 5(a) &amp; 5(b) above are chargeable at Class LR1 or below (viz. Class - 100A, LR2, LR3, LR3A), it will continue to be charged at respective Classes, but no concession will be granted on such traffic.</p> <p>In case any concurrent concession is admissible and the Class of the commodity loaded is higher than Class LR-1, the chargeable freight after granting admissible concession(s) should be at least the NTR for class LR-1.</p> <p><u>Illustration:</u></p> <p>Say, in a rake of 42 wagons, 10 wagons are loaded with commodity having Class LR-3, 17 wagons with commodity having Class LR-3 &amp; LR-2 (two</p>			

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	<p>commodities), 5 wagons with commodity having Class 140 and remaining 10 wagons loaded with multi commodity (more than two commodities). Then, charging will be done at Trainload class as follows -</p> <ul style="list-style-type: none"> <li>• 10 wagons @ Class LR-3</li> <li>• 17 wagons @ Class LR-2 (i.e. higher Class of the two commodities)</li> <li>• 10 wagons @ Class 120 (less any admissible concession, subject to floor rate of NTR of Class LR1)</li> <li>• 5 wagons @ Class 140 (less any admissible concession, subject to floor rate of NTR of Class LR1)</li> </ul>
7.0	<b>Cargo Aggregator (CG)</b>
7.1	<p>To avail benefit of the product, one will have to register itself as 'Cargo Aggregator' in eRD module by depositing a non refundable security deposit of One lakh rupees through online payment mode, defining the freight customers/organizations on whose behalf it will place indent and uploading authorization letters from such customers/organizations. CG will be allowed to modify/add/delete the list of freight customers/organizations as per requirement. No formal approval from any Railway Authority will be required.</p> <p>Registration of CG will be valid for the particular Division. CG registered in a Division will be allowed to place indent from any terminal of that Division. In case the aggregator wants to operate from other Division, it will have to register separately for such Division.</p>
7.2	Only registered CG will be permitted to place indent under this policy. It can place indent in eRD.
8.0	<b>Conditions:</b>
8.1	Indent will be placed for a Standard Rake or a Mini Rake composition, as notified from time to time. Indent should indicate station from, station to, approximate wagon-wise break up of commodities. CG should select consignors/consignees from the submitted list of customers/organizations.
8.2	In case CG does not have all the details of Forwarding Notes at the time of placing indent, it can place the indent with a single Forwarding Note with due payment of requisite wagon registration fee. It will subsequently provide complete details of Forwarding Notes to the Goods Clerk, at the time of supply of rake.
8.3	In a registration already made, change of commodity in up to 20% of the wagons indented may be permitted under this policy. The CG will have to submit a modified forwarding note to this effect.
8.4	Both the originating and destination terminals should be notified as either full rake or half rake terminal.
8.5	Loading at the originating terminal and unloading at the destination terminal will be the responsibility of the CG.
8.6	Freight would be charged for each wagon in a rake for the notified permissible carrying capacity of the wagon at the Class rate indicated in the Para 5.0 above.
8.7	Railway Receipts (RRs) will be prepared on prepaid basis at owner's risk. 'Said to Contain' Railway Receipts will be issued. Multiple RR can be issued

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	on the basis of different consignor/consignee subject to the conditions stipulated for issuance of multiple RRs.
8.8	The concerned customers (consignors/consignees) will have to pay freight and all applicable charges like busy season charge, development charge etc. over and above the freight rates indicated above. However, in case of any payment default by the consignors/consignees, CG shall be responsible for clearance of such Railway dues including freight, Demurrage, Wharfage or any other ancillary charge incidental to the rake.
8.9	No concurrent concession except 6% concession applicable to the traffic booked from/to North Eastern Region, will be admissible under this policy. This will be applicable subject to the Floor rate as mentioned in Para 6.0.
8.10	In cases of incorrect declaration of description of commodity or any other mis-declaration for availing benefit under this policy, the wagons loaded with more than two commodities will be charged at Class 200. However, only those wagons will be charged at Class 200 which are found mis-declared. In case of wagons loaded with either single or two commodities, the normal rule for mis-declaration shall apply.
8.11	Supply of wagons for loading under this policy will be subject to operational feasibility.
8.12	All extant commercial rules and regulations including those for free time and demurrage shall apply for this product.
9.0	These instructions shall come into force w.e.f. 01.03.2024 and shall remain in force till further advice.

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No. TCR/1078/2023/Cargo/3446249

Dated:15.02.2024

**Copy to:**

Principal Financial Advisor, All Indian Railways.  
Dy. C&AG of India (Railways), Rail Bhavan, New Delhi.

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15-02-2024

**for Member (Finance) Railway Board**

No. TCR/1078/2023/Cargo/3446249

Dated:15.02.2024

**Copy for information and necessary action to:**

1. Principal Chief Commercial Managers, All Indian Railways.
2. Principal Chief Operations Managers, All Indian Railways.
3. Managing Director, CRIS Chanakya Puri, New Delhi-23.



4. Chief Administrative Officer, FOIS/CRIS, Chanakya Puri, New Delhi-23.
5. Managing Director, Konkan Railway Corporation, New Mumbai-400614.
6. Director General, National Academy of Indian Railways, Vadodara.
7. Director, Indian Railways Institute of Transport Management, Lucknow.
8. GS/IRCA, New Delhi.
9. CMD/DFCCIL, New Delhi.

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15.02.2024

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**Copy to:-**

OSD to MR; EDPG to MR for kind information of MR please.

PS to MoSR(D), EDPG to MoSR(D) for kind information of MoSR(D) please.

EDPG to MoSR(J) for kind information of MoSR(J) please.

Chairman & CEO, M(O&BD), M(F) Railway Board,

PED(C), AM(T), AM(BD), AM (Vig), PED(Revenue), PED(TTM),

EDTC(R), ED(FM), EDF(C), EDTT(F), EDTT(S), ED/Coal, EDVT, EDME/Frt, ED/CE.

TC(CR) & FC Branches of Railway Board.