

Most Immediate ✓

Government of India
Ministry of Railways
(Railway Board)

No.TCR/1078/83/5

New Delhi, dated 1.3.1983

The General Managers,
All Indian Railways. (In triplicate)

Sub: Revision of Freight Structure for
goods traffic effective from
1st April 1983.

As announced by the Minister for Railways in his Budget Speech in the Parliament on the 24th ultimo, it is proposed to introduce a rationalised freight structure for goods traffic with effect from 1st April, 1983, the salient features of which are indicated below:

1.1 Freight rates for goods traffic

The rationalised freight structure has been evolved in replacement of the existing classes (including x and z classes). In the revised structure, there will be 32 classes ranging from 65 to 300 as indicated below:

65	105	150	200
70	110	160	210
75	115	165	220
80	120	170	230
85	125	175	240
90	130	180	260
95	135	185	280
100	140	190	300

The actual level of rates for the above numbered 32 classes are derived as shown below:

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(a) There is a base scale designated as class 100 calculated on the following basis:-

<u>Distance</u> (In kms)	<u>Paise per kilometre per quintal</u>
1 - 100	2.35
+101 - 250	1.65
+251 - 500	1.53
+501 - 1000	1.41
+1001 - 1500	1.18
+1501 - 2000	0.94
+2001 - 2500	0.82
+2501 and over	0.71

(b) The rates are calculated for the following distance block:-

1-75 kms.	one block
76-250 kms.	5 kms. block
251-800 kms.	10 kms. block
801-2400 kms.	25 kms. block
beyond 2400 kms.	50 kms. block

The rates for various classes are derived by taking the class number as a percentage of the base rate for each distance and then adding a fixed charge of 75 paise per quintal.

1.2 Revised classes

The existing 'smalls', 'wagonload' and 'trainload' classifications will be replaced in the rationalised Freight Structure by classes which will be designated by a number which will be twice the present number of the existing class. For example, the existing class 32.5 will be replaced by class 65, the existing class 35 by class 70, the existing class 37.5 by class 75, the existing class 40 by class 80 and so on.

2. For traffic in wagon loads/trainloads the existing and proposed classes will be as under:-

<u>Existing Class</u>	<u>Proposed Class</u>
32.5	65
35	70
37.5	75
40	80
42.5	85
45	90
47.5	95
50	100
52.5	105
55	110
57.5	115
60	120
62.5	125
65	130
67.5	135
70	140
75	150
80	160
82.5	165
85	170
87.5	175
90	180
92.5	185
95	190
100	200
105	210
110	220
115	230
120	240
130	260
150	300

2.1 For traffic in 'smalls', i.e., less than 'wagonloads', the existing and proposed classes will be as under:

<u>Existing Class</u>	<u>Proposed Class</u>
52.5	105
55	110
60	120
62.5	125
65	130
67.5	135
75	150
80	160
85	170
95	190
100	200
105	210
115	230
120	240
130	260
150	300

3. Surcharge on 'Smalls' traffic

The surcharge of 20% of freight at present levied on very small consignments (in terms of rule 176(4)(a) of IRCA Goods Tariff No.36 Part I (Vol.I)) will continue to be levied as at present.

4. Transshipment Charges

No transshipment charge will be leviable when the destination point or the booking point is at a distance more than 200 kms. from the break-of-gauge transshipment point. Where, however, the destination point or the booking point is less than 200 kms. from the break-of-gauge transshipment point, a transshipment charge of Rs.1.50 per quintal for each transshipment will be leviable on all descriptions of traffic.

4.1 The special charge leviable on liquids involving break-of-gauge transshipment and on traffic booked via the dumps will, however, be leviable irrespective of the distance of the booking/destination stations from the break-of-gauge transshipment point.

5. Withdrawal of exemptions granted to certain commodities from the levy of supplementary charges introduced from 15.7.1980 and 1.4.1981

The exemptions granted to certain commodities from the levy of supplementary charges introduced from 15.7.1980 and 1.4.1981 stand withdrawn with effect from 1.4.1983. These commodities will be charged with effect from 1.4.1983 at the normal tariff rates in the rationalised freight structure.

5.1 Consequent on the withdrawal of the exemptions granted to certain commodities from the levy of supplementary charge imposed from 15.7.1980 and 1.4.1981, the classifications of the commodities mentioned below will be revised as under with effect from 1.4.1983.

	Existing Classification		Revised Classification	
	Smalls	Wagon loads	Smalls	Wagon loads
1. Firewood for domestic use	60 Z	37.5 Z	120	75
2. Medicines	115 Z	95 Z	230	190
3. Kerosene oil or Paraffin oil (indexed under petroleum and other hydrocarbon oils, non-dangerous)	115 X	95 X	230	190
4. Fodder	100 X	60 X	200	120
5. Safety Matches	150 X	115 X	300	230

5.2 Supplementary Charges on percentage basis introduced in the past having been taken into account in the rationalised freight structure being brought into force from 1.4.1983, no supplementary charges are to be levied in addition to the rates in the rationalised freight structure.

6. Concessions to traffic booked to and from stations in Assam and other North Eastern States.

With the introduction of the rationalised freight structure from 1.4.1983, the exemptions granted to traffic booked to stations beyond Siliguri/New Jalpaiguri from the levy of supplementary charge of 15% introduced from 15.7.1980 and the concession of 6% granted on traffic booked to and from stations in the North Eastern region from and to stations situated on the Central, Eastern, Southern, South Central and South Eastern Railways from 1.4.1981 stand withdrawn. With effect from 1.4.1983, all traffic booked to and from stations in the North Eastern region will be charged at the rationalised freight rates. However, on all goods traffic booked to and from stations in Assam and other North Eastern States from and to stations situated outside Assam and other North Eastern States, a concession of 6% in the rationalised freight will be allowed. This concession of 6% will not be applicable on traffic booked locally between stations situated in Assam and other North Eastern States.

7. Station-to-station Rates

Station-to-station rates should be immediately scrutinised to see whether any change is called for therein due to the introduction of the rationalised freight structure. Immediate action should be taken to review the station-to-station rates and the revised

station-to-station rates should be brought into force without any delay and, in any case, before 1st July, 1983 after giving due notice to the trade.

8. Revision of Siding Charges

Where Siding Charges are at present levied on distance-cum-weight basis and not on the standardised basis of the cost of shunting engine hour and trip time, the Railways should review the Siding Charges and notify revised Siding Charges after giving due notice to Siding owners.

9. Issue of Revised Goods Rate Tables

The General Secretary, IRCA, has been asked to print and supply revised Rate Tables showing:-

- i) Calculated rates per quintal for various classes for wagonloads/trainloads;
- ii) Calculated rates per quintal for various classes for 'Smalls'; and
- iii) Calculated rates per quintal for various classes for 'Smalls' inclusive of 20% surcharge.

Each Railway will ensure that the requisite number of copies of Rate Tables are collected from the General Secretary, Indian Railway Conference Association, by deputing staff and that the Rate Tables are distributed to the staff at least one week before 1-4-1983 from which date the rationalised freight structure comes into force.

10. Issue of Correction Slips to IRCA Goods Tariff No.36 Pt.I Vol.I and Goods Tariff No.37 Pt.I Vol.II

In consequence of the changes in the classification and other changes referred to above, a large number of changes will also be necessary in the IRCA Goods Tariff No. 36 Part I Vol.I and 37 Part I Vol.II. General Secretary, IRCA, has been asked to issue necessary correction slips to the IRCA Goods Tariffs.

11. Memorandum explaining proposals circulated in Parliament

A copy each of the Memorandum explaining the proposals for adjustments in freight rates and fares, which has been

circulated to the Members of Parliament and the Minister's Budget Speech is sent herewith.

12. This is Advance Intimation

This letter issues as an advance intimation of the proposed adjustments in freight rates. A draft circular should be kept ready but should be finally issued only after receipt of Board's sanction in the matter.

13. Steps should be taken to ensure that the staff are in receipt of the revised Rate Tables and fully understand the changes in the freight structure being brought into force from 1-4-1983 and implement them properly. For this purpose, Inspectors should be deputed to visit important goods sheds/stations for ensuring that the goods sheds/stations are in receipt of the instructions and revised goods rate tables and that staff have understood the changes.

The receipt of this letter may be acknowledged by wire.

(Hindi version will follow)

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(C. P. Chandrasekaran)
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DA: As above.