

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

No.TC-I/2024/214/efile/1(3459878)

New Delhi, dt.05.04.2024

Dy. COM/Goods
NFR

Sub: Charging freight on Through Distance Basis

Ref:(i)Rates Master Circular/Freight on Through Distance Basis/2014/0
dt.24.09.2014

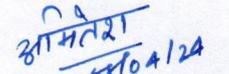
(ii)Board's letter No.2020/TC-I/Procedure dt.02.03.2020

Please refer to NFR's letter No.T/FOIS/Assistance/07/Pt.1 dt.04.01.2024 wherein Railway has sought clarification with regard to applicability of charging freight on through distance basis in specific situation of a terminal.

In this regard, it is to state that criteria for applicability of charging freight on through distance basis are stipulated vide Para 1.0 of Rates Master Circular under reference (i). NFR may take appropriate decision duly keeping in view the extant guidelines.

Further, reference is invited to Board's letter No.2020/TC-I/Procedure dt.02.03.2020 prescribing procedure for making reference to Board which should be adhered while making a reference to Board.

DA: as above


(अमितेश आनंद)

संयुक्त निदेशक यातायात वाणिज्य (दर)
रेलवे बोर्ड

Copy to:
PCOM, PCCM/NFR - for information please

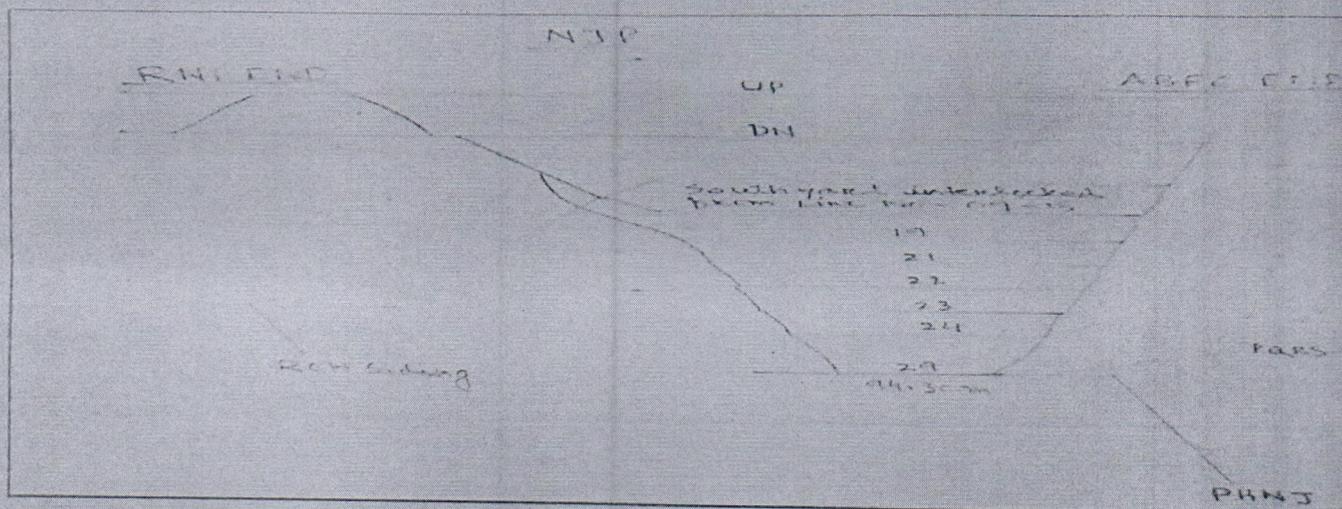
No. T/COM/Assistance/07/1/1

Date: 03.01.2024

To,
Director, Traffic Commercial (Rates)
Railway Board, New Delhi

Sub: Clarification regarding "Through Distance Charge"

Operation with electric traction to PHNJ/PFT/NJP has commenced from 07.07.2023. Subsequently, the siding owner has formally requested for exemption from siding charges. In response, the KIR division has put forth a proposal to institute a "Through Distance Charge" at PHNJ/PFT. We have meticulously examined the criteria for applicability in Rates Master Circular no TC-I/2014/214/3 dated 24.09.2014, along with RB's letters no TC-I/87/214/2 dated 21.10.1987 & TC-I/87/214/14 dated 21.10.1993. However, owing to the specific layout of sidings and operational intricacies, further clarification is sought to ascertain whether the requisite criteria are met to implement the "Through distance charge" at PHNJ/PFT. The office seeks to emphasize a particular concern regarding the paragraph 1.1 (b) of the Rates Master Circular no TC-I/2014/214/3 dated 24.09.2014, which states that "no separate Shunting staff is required exclusively for this purpose." However, due to the non-interlocked yard at PHNJ it necessitates an NIP posted "Pointman" to engage to set and lock 21 points during either placement or withdrawal of rakes. Each of these processes takes an average of 2 hours. Now, it is requested your assessment on this scenario and seek clarification on whether "Through distance charges" can be imposed in this particular case or not. Detailed layout diagram is provided below for reference in this matter.



1. Non-interlocked yard from Line No. 19 to 29.
2. PHNJ rake is directly received on the non-interlocked line from 19 to 24.
3. Line No. 29 has a lower CSL (approximately 94.30), hence it cannot be received on Line No. 29.
4. After receiving on Lines 19-24, the brake van is reversed and attached at ABFC end and the rake is pushed back for placement in the siding as there is no engine escape line in the siding.
5. 21 hand operated points have to be properly set, clamped and padlocked in the operation.
6. On release, the pointman checks the clamping and shunting loco is attached at RNI end. After withdrawal, the rake is kept on Lines 19-24 before dispatching it in DN direction.
7. It takes approximately 2 hours during the shunting process to place or withdraw a rake.
8. The staff posted at NJP for yard shunting is being utilized for placement and withdrawal of the rake.

UTSAV
SHUKLA

Digitally signed by
UTSAV SHUKLA
Date: 2024.01.04
19:01:21 +05'30'

(Dr. Utsav Shukla)
Dy. COM/Goods

Copy to: PCOM/NFR, CFTM & CCM/FM/NFR- for kind information please

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.2020/TC-I/Procedure

New Delhi, Dt. 02.03.2020

Pr. Chief Commercial Manager,
All Zonal Railways

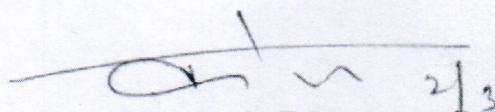
Sub: Procedure for correspondence with Railway Board

Please find enclosed herewith a copy of Board's letter No.2011/O&M/3/6 dt.04.04.2011 regarding procedure to be followed while making correspondence with Railway Board wherein it is stipulated that correspondence with Board should have the approval of GM/PHOD and all letters (except routine nature/reminder) should be signed by an officer not below the rank of SAG.

Further vide Board's letter No.TCR/Misc./2008/6 Pt. dt.10.05.2011 (copy enclosed), Zonal Railways have been advised that while making a reference to Board regarding policy issue or seeking clarification thereon, Zonal Railway should send a self-contained proposal preferably signed by PCCM or when signed by any other SAG officer, then it should clearly mention that it has the approval of PCCM. The proposal should invariably contain the remarks of PFA and should also indicate whether it has the approval of GM or not.

The above-mentioned instructions are reiterated. All concerned may be advised to follow the aforesaid instructions scrupulously.

D.A. as above


(Barjesh Dharmani)
Exec. Director Traffic Comml.(Rates)
Railway Board