GOVERNMENT OF INDIA/BHARAT SARKAR
MINISTRY OF RAILWAYS/RAIL MANTRALAYA
(RAILWAY BOARD)

No.TC-I/2014/214/3 **New Delhi, dt. 24.09.2014**

General Manager
All Zonal Railways

Sub: System of Charging Freight on Through Distance Basis in case of sidings

Ref: Board's letters/Circulars under reference:

1	No.TC-I/87/214/2 dt.13.03.1987
2	No.TC-I/87/214/2 dt.13.04.1987
3	No.TC-I/87/214/2 dt.01.05.1987
4	No.TC-I/87/214/2 dt.15.05.1987
5	No.TC-I/87/214/14 dt.21.10.1993
6	No.TC-I/87/214/2 dt.01.02.1994
7	No.TC-I/98/214/4 dt.28.04.1999
8	No.TC-I/99/214/11 dt.20.02.2001
9	No.TCR/1644/2002/2 dt.10.03.2003
10	No.TC-I/99/214/11 dt.09.05.2003
11	No.2007/TC-1/302/1Pt.E dt.23.06.2010
12	No.TCR/2043/2008/3 dt.10.08.2009

The guidelines regarding system of charging freight on through distance basis are stipulated in various Board's letters/Rates Circulars as mentioned above. It has been decided to issue a Rates Master Circular on the subject by duly consolidating all guidelines.

Accordingly, the relevant provisions figuring in the above mentioned Board's letters/circulars have been drawn out and consolidated guidelines on the subject matter are enclosed herewith. All other provisions of the above-mentioned Board's letters/Rates Circulars (and as amended from time to time) holds good.

This issues with the concurrence of Finance Dte. of Ministry of Railways.

(Aashima Mehrotra)
Director, Traffic Commercial(Rates)
Railway Board

No.TC-I/2014/214/3 **New Delhi, dt. 24.09.2014**

Copy to:

1. **FA&CAO**, All Zonal Railways.
2. Dy.C&AG(Rlys), Room No.222, Rail Bhavan, New Delhi.

(M.K. Dubey)

for **Financial Commissioner/Railways**

No.TC-I/2014/214/3 **New Delhi, dt. 24.09.2014**

Copy to:

1. **Chief Commercial Manager,** All Zonal Railways
2. **Chief Operations Manager,** All Zonal Railways
3. **Managing Director**, CRIS, Chanakyapuri, New Delhi-21.
4. **Chief Admn. Officer**, FOIS, N. Rly., Camp: CRIS, Chanakyapuri, New Delhi-21.
5. **General Secy**., IRCA, New Delhi.(with the request to issue correction slip)
6. **Secretary, RRT**, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
7. **Director General**, National Academy of Indian Railways, Vadodara.
8. **Director, IRITM**, Campus: Hardoi Bye-pass Road, Vill-Kanausi, P.O.-Manaknagar, Lucknow-226011
9. **Chief Commissioner of Railway Safety**, Lucknow.

(Aashima Mehrotra)
Director,Traffic Commercial(Rates)
Railway Board

Copy for information:
CRB, MT, FC, Railway Board
AM(C), AM(T), AM(T&C), AM(IT), Adv(F), Adv./FM, Adv.TT/M, Adv(Infra), Adv(Safety), Adv.(Vig./T), EDTC/R, ED(PG), EDPM, ED(T&C), EDTT(S), EDTT(F), EDFC, ED(S&E), ED(Plg), ED(PPP), ED(PP), DFM, DFC, Railway Board
TC(R), TC(CR), F(C), TT-III, Safety Branches, Railway Board

INDEX

	Topic	Para No.	Page No.
1	Applicability	1.0	4-5
2	Non-applicability	2.0	5
3	Calculation of Freight	3.0	5
4	Methodology for calculation of distance	4.0	6-8
5	Accountal of traffic	5.0	8

Sub: Charging Freight on Through Distance Basis in case of sidings

1.0 Applicability

1.1 The system of charging freight on through distance basis shall be extended to all block rakes going into the siding directly or indirectly with the engine pulling or pushing, provided (a) there is no detention to engines except for change of ends and (b) no separate shunting staff is required exclusively for this purpose.

(refer Board's letters No.TC-I/87/214/14 dt.21.10.1993 and No.TC-I/99/214/11 dt.09.05.2003)

1.2 The system of charging freight on through distance basis is also permitted in case a rake originate from or terminate in the exchange/peripheral yard provided by the siding holder, subject to fulfillment of criteria (a) & (b) of Para 1.1 above. Railway will notify such sidings/yards as 'independent booking points' based on the afore-mentioned criteria.

(refer Board's letter No.TC-I/87/214/2 dt.01.05.1987 and Board's letter No.TC-I/87/214/14 dt.21.10.1993)

1.3 'Block Rake', used herein, is a generic term implying a rake which moves as a train from an originating station to the destination station without any re-marshalling of wagons during the journey except for detaching sick wagons. Block rake will also include a rake loaded from one originating station/point to a combination of two or three destination points or a rake loaded from a combination of two originating points to a single destination.

(refer Board's letters No.TCR/1644/2002/2 dt.10.03.2003 and No.TC-I/99/214/11 dt.09.05.2003)

1.4 So long as a rake originates/terminates from/to an independent booking point, freight charges may be levied on through distance basis irrespective of whether reception/dispatch is done on signals or without signals.

(refer Board's letter No.TC-I/87/214/2 dt.15.05.1987)

1.5 In cases where one or more wagons originally forming a part of a rake charged on through distance basis to independent booking point, get detached and are received at the destination separately in the siding/yard as piecemeal, Siding Charge should not be levied for such wagons.

(refer Board's letter No.TC-I/87/214/14 dt.21.10.1993)

1.6 System of charging freight on through distance is also allowed in following situations:

(a) When empties which are brought to the serving station are dropped at the serving station and the power is used for other work and the empties are subsequently sent into the siding by some other power.

(b) Loads cleared from the siding by one power upto the serving station are stabled at the serving station and the power is used for clearance of some other loads and thereafter another engine comes and clears the stock (brought from the siding) towards destination station.

(refer Board's letter No.TC-I/87/214/2 dt.01.02.1994)

2.0 Non-applicability:

The system of charging freight on through distance basis is not allowed in following situations:

(a) When inward rake coming on electric power upto the serving station are subsequently taken by diesel power into the siding

(b) When outward rake moved by diesel power upto the serving station from the siding are subsequently moved by electric power.

(c) In case of piecemeal traffic, which are other than block rakes.

(refer Board's letters No.TC-I/87/214/2 dt.01.02.1994 and No.TC-I/99/214/11 dt.09.05.2003)

3.0 Calculation of Freight

3.1 Freight for a block rake shall be calculated on through distance basis at either trainload or wagonload class rate, as the case may be. Trainload class rate is granted if trainload class rate is notified for the commodity and the governing conditions are fulfilled.

(refer Board's letter No.TC-I/99/214/11 dt.20.02.2001 and No.TC-I/99/214/11 dt.09.05.2003)

3.2 In case of piecemeal traffic to siding notified as independent booking point, the chargeable freight is the freight for distance from/to the serving station plus Siding Charge computed on the basis of average trip time and All India Shunting/Train Engine Hour Cost.

(refer Board's letters No.TC-I/98/214/4 dt.28.04.1999)

4.0 Methodology for calculation of distance

4.1 The distance will be notified without reference to the serving station. However, while calculating the distance, the distance upto the buffer end/farthest point of the siding/exchange yard/peripheral yard should be taken into account.

(refer Board's letter No.TC-I/87/214/14 dt.21.10.1993)

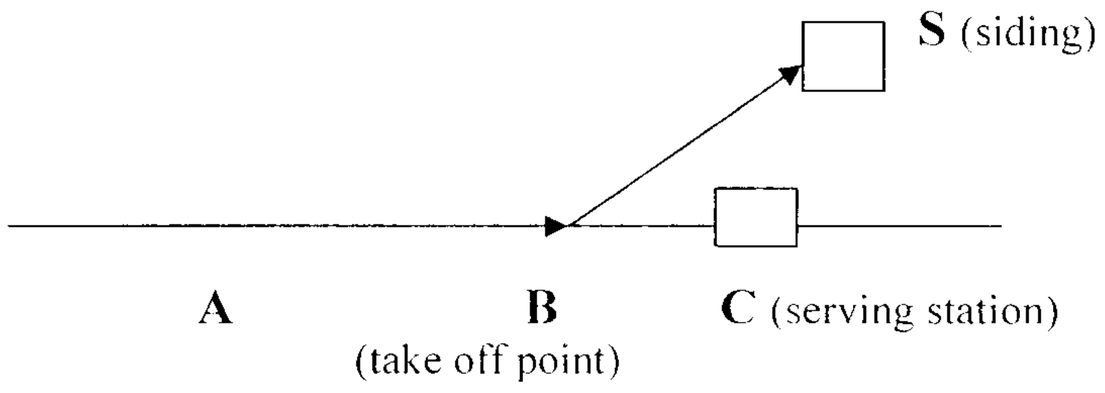
4.2 Where identifiable buffer end is not available, freight charges are to be levied upto the farthest point of the yard/siding.

(refer Board's letter No.TC-I/87/214/2 dt.13.04.1987)

4.3 Chargeable distance would be calculated in terms of Rule 125 of Goods Tariff. However, calculation of chargeable distance from the siding to the take off point or vice versa should be on the basis of actual pattern of movement and not with reference to the serving station concept (refer Illustrations given below). The chargeable distance based on this methodology for such sidings may be notified in the Rates Branch System (RBS) for correct charging of freight.

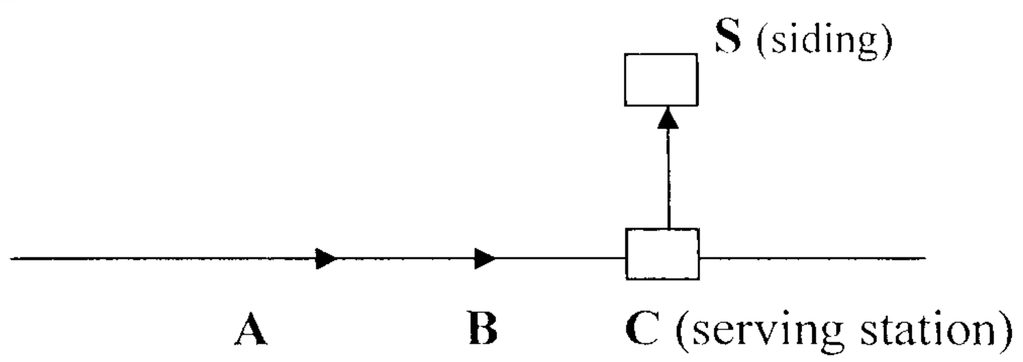
(refer Board's letter TC-I/98/214/4 dt.28.04.1999 and No.TCR/2043/2008/3 dt.10.08.2009)

Illustration No.1



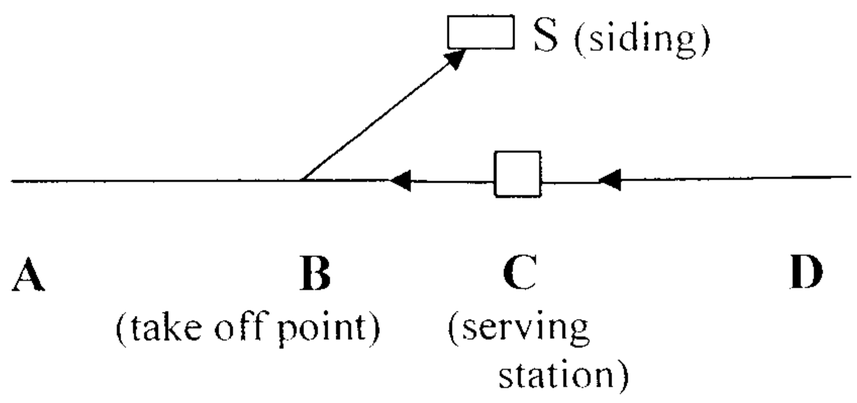
In this case traffic is coming from side A which is a local or junction station. C is the serving station and the B is the take off point lying between A and C. Traffic goes to the siding S without being dealt with at serving station C. In this case, the chargeable distance will be equal to distance upto A plus distances from A to B and from B to S. Distance upto A may be calculated from junction/local distance table and from A to B & B to S may be calculated in consultation with Civil Engineering Department.

Illustration No.2



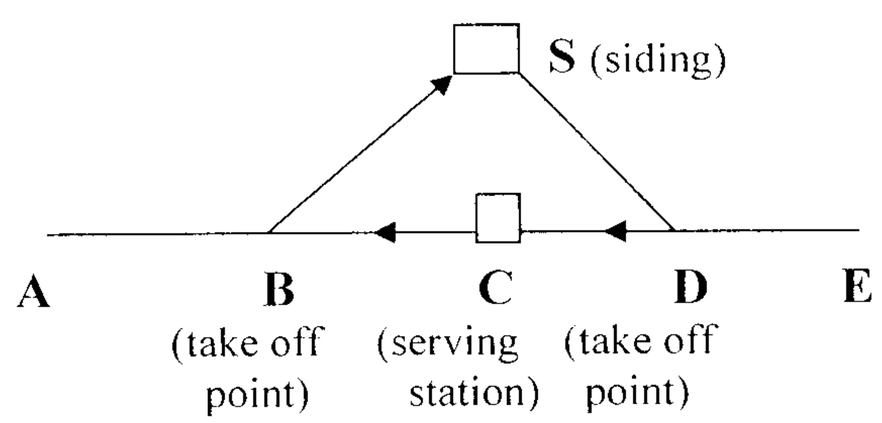
In this case, traffic coming from side A and goes to siding S via the serving station C without being dealt at C. In this case, chargeable distance will be equal to distance upto serving station plus distance from station C to siding S.

Illustration No.3



The traffic coming from side D which is a junction station passes through serving station C and goes to siding via B, the take off point. The chargeable distance will be equal to distance upto C plus distances from C to B and from B to siding S.

Illustration No.4

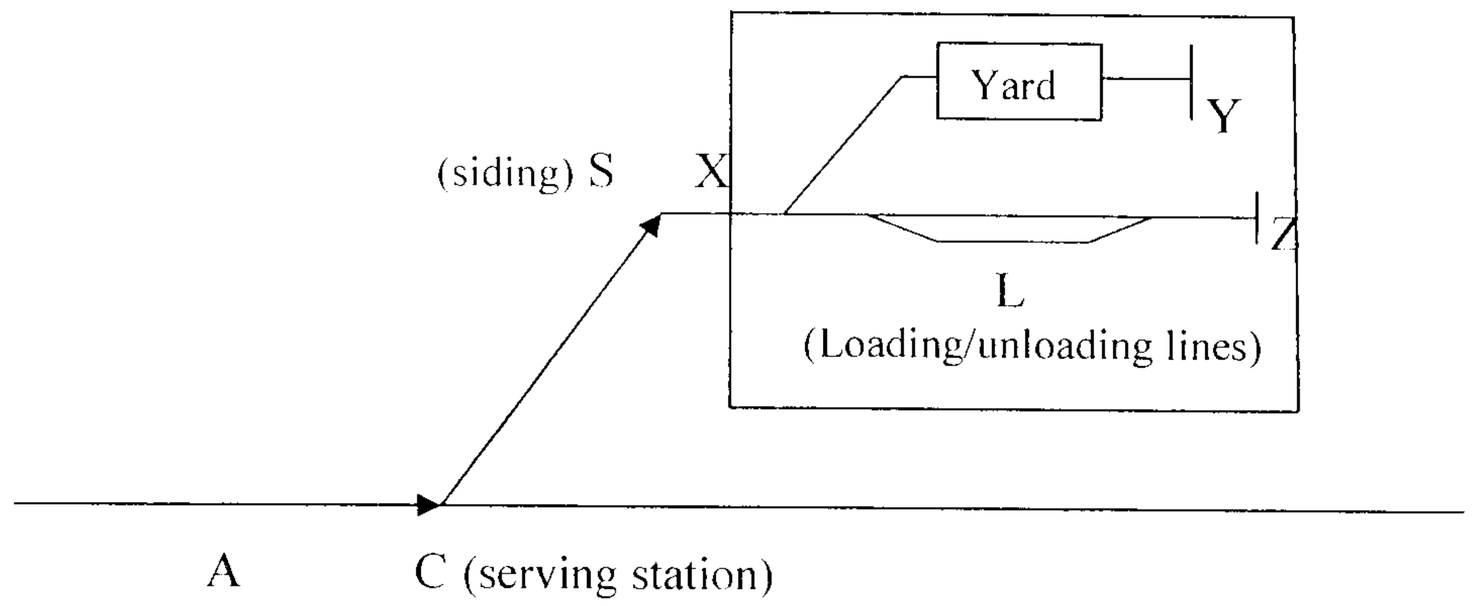


In this case, traffic is coming from station E and B & D are two take off points on both side of the serving station C. However, if due to some problem in DS route for which siding owner is responsible, the traffic goes via C and B to siding S, the chargeable distance will be equal to distance upto E plus distances from E to C, C to B and B to S. However, if the route

DS is closed due to Railway's problem, the chargeable distance will be equal to distance upto E plus distances from E to D and D to siding S.

Illustration No.5

Case: If a rake cannot be placed directly on loading/unloading lines due to restrictions in movement of loco in sidings (for instance, those dealing with POL and container traffic) and the rake is moved to a yard first and then after engine reversal, the rake is pulled back for placement in the siding.



L denotes loading/unloading lines, Y is the buffer end of yard, X is common entry point for both yard & loading/unloading lines and Z is buffer end of siding.

In this case, traffic is coming from side A and goes to siding S via serving station C without being dealt with at C. As the rake cannot be placed directly on loading/unloading lines, the rake coming from serving station is taken to the yard first, then engine is reversed and pulled beyond entry point for placement on loading/unloading lines. Here, the rake had to travel extra distance from the entry point to the yard and back. Here, the chargeable distance will be equal to distance upto serving station C plus distances from C to X and X to Z plus twice the distance between X and Y.

5.0 Accountal of traffic:

Once a siding has been declared as an independent booking point, accountal of both trainload traffic and piecemeal traffic can be done there.

(refer Board's letter No.TC-I/87/214/2 dt.15.05.1987)

*****