

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

No. TCR/1078/2014/02

New Delhi, dated: 16.06.2015

General Managers,
All Zonal Railways.

Sub: Freight Incentive Schemes

- a) **Automatic Freight Rebate Scheme for traffic loaded in Traditional Empty Flow Directions**
- b) **Incentive Scheme for Freight Forwarders**

Ref: (i) **Rates Master Circular No. TCR/1078/2014/02 dated 13.06.2014 (RATES MASTER CIRCULAR/FIS/2014/0) and corrigendum thereto.**
(ii) **Automatic Freight Rebate for traffic loaded in Inter-Zonal Traditional Empty Flow Direction (Rates Circular No. 25 of 2014)**

1.0 In terms of Rates Master Circular No. TCR/1078/2014/02 dated 13.06.2014 (RATES MASTER CIRCULAR/FIS/2014/0), following freight incentive schemes are in operation: (i) Incentive Scheme for loading of bagged consignment in open and flat wagons, (ii) Incentive Scheme for Traditional Empty Flow Direction, (iii) Incentive Scheme for Freight Forwarders and (iv) Incentive Scheme for Incremental Traffic. Further, vide Board's letter No. TCR/1078/2014/14 dated 13.08.2014 (Rates Circular No.25 of 2014); an Automatic Freight Rebate for traffic loaded in Inter-Zonal Traditional Empty Flow Direction was launched as a pilot project on Northeast Frontier and Southern Railways.

2.0 These schemes have been reviewed. It has now been decided that following Freight Incentive Schemes namely; (i) Incentive Scheme for loading of bagged consignment in open and flat wagons, (ii) Incentive Scheme for Traditional Empty Flow Direction (iii) Incentive Scheme for Incremental Traffic, and (iv) Automatic Freight Rebate for traffic loaded in Inter-Zonal Traditional Empty Flow Direction (Pilot project) shall be discontinued with immediate effect.

The Incentive Scheme for Freight Forwarders will remain in operation with some modifications. It has been decided to introduce a revamped "Automatic Freight Rebate Scheme for traffic loaded in Traditional Empty Flow Direction" on all Zonal Railways.

In case any Zonal Railway has entered into an agreement with any customer as per the prevalent Freight Incentive Scheme(s), the same will lapse after the expiry of the validity period of the agreement. In case, the scheme mentions a review to be done, then review may be done and the scheme be lapsed. If Zonal Railways notice any inconsistency in continuation of the existing agreement in the light of this revised Freight Incentive Scheme, they may refer the matter to Railway Board for clarification alongwith full details.

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RATES MASTER CIRCULAR/FIS/2015/0

This Rates Master Circular supersedes the instructions contained in Para 4.0 of Rates Master Circular No. TCR/1078/2014/02 dated 13.06.2014 (RATES MASTER CIRCULAR/FIS/2014/0) regarding Freight Incentive Schemes and Rates Circular No. 25 of 2014.

- 3.0 The detailed guidelines for **Automatic Freight Rebate scheme for Traffic Loaded in Traditional Empty Flow Directions** and **Incentive Scheme for Freight Forwarders** are enclosed herewith.
- 4.0 These instructions will come into force w.e.f. 25.06.2015.
- 4.1 The instructions regarding Automatic Freight Rebate scheme for Traffic Loaded in Traditional Empty Flow Directions will remain valid upto 31.03.2016. Zonal Railways shall send an appreciation report at the end of 6 months i.e. in January 2016.
- 4.2 However, the Incentive Scheme for Freight Forwarders will remain in force till further advice.
- 6.0 Zonal Railways to ensure that wide publicity is given to this circular and hold meetings at Zonal and Divisional level as well with customers.
- 7.0 This issues in consultation with Traffic Transportation Directorate and with the concurrence of the Finance Directorate of the Ministry of Railways.

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(Lata Kumari)
Director, Traffic Commercial (Rates)
Railway Board

No. TCR/1078/2014/02

New Delhi, dated: 16.06.2015

Copy for information: -

1. FA & CAOs, All Indian Railways
2. Deputy Comptroller and Auditor General of India (Railways), New Delhi

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(M.K. Dubey)

For Financial Commissioner (Railways)

No. TCR/1078/2014/02

New Delhi, dated: 16.06.2015

1. Chief Commercial Managers, All Indian Railways
2. Chief Operating Managers, All Indian Railways
3. Managing Director, CRIS, Chanakya Puri, New Delhi-23
4. The Chief Administrative Officer, FOIS, Northern Railway, Camp: CRIS, Chanakya Puri, New Delhi-23

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RATES MASTER CIRCULAR/FIS/2015/0

5. Managing Director, Konkan Railway Corporation, Belapur Bhavan, Sector- 11, CBD Belapur, New Mumbai-400614
6. Director General, National Academy of Indian Railways, Vadodara
7. Director, Institute of Rail Transport Management (IRITM), Manaknagar, Lucknow
8. GS/IRCA, New Delhi: for necessary action.

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Director, Traffic Commercial (Rates)
Railway Board

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EDV (T), EDP, EDPP, EDPPP, ED (T&C), ED (S&E), ED (LRDSS), DF(C), DTC (G),

DPM, Dir (T&C), DFM, DTTG, DTT (POL), DDTC(R)

TC (CR), TC-I, TC-II, TC-III, TC-IV, TC (FM), TT-I, TT-II, TT-III, TT-IV, TT-V, FC, Stat-II, Stat (CA), Stat-V, Stat (Econ.), Economic Cell and Budget branches of Railway Board.

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1.0 Automatic Freight Rebate scheme for Traffic Loaded in Traditional Empty Flow Direction

1.1 Objective:

To garner additional revenue by a suitable pricing mechanism, whereby automatic rebate from the computerized FOIS system will become available to customers offering traffic in inter-zonal/intra-zonal traditional empty flow direction.

1.2 Traditional Empty Flow Directions:

The details of Traditional Empty Flow Directions (inter-zonal & intra-zonal both) for different stocks are given in Annexure IA, IB & IC.

1.3 Incentive:

All the loaded rakes in the notified empty flow directions as given in Annexures will be charged at Class-LR1 for trainload traffic and at Class-100 for wagonload traffic irrespective of the terminal, commodity and customer.

1.4 Permitted Terminals:

All Goods sheds, Sidings and PFTs.

1.5 Restricted commodities:

(A) Following commodities will not be eligible under this scheme:

- (i) Mineral and Ores
- (ii) Coal and Coke
- (iii) POL traffic
- (iv) RMC traffic
- (v) Military traffic
- (vi) Commodities under Class LR2 and LR3

(B) In addition to the above, certain commodities are not permitted under specific empty flow as mentioned against the concerned flow (in brackets) in the Annexures.

1.6 Lead Restriction:

Short lead traffic of ≤ 200 kms will not eligible under this scheme.

1.7 Permitted wagons:

- a. Open – BOXN group
- b. Covered – BCN and BCNHL group
- c. Flat wagons and Mixed Steel rakes – BRN group, BOST group and CONCORD

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1.8 **Salient Features:**

- (i) Customer does not have to apply under this scheme since FOIS system will automatically calculate the chargeable freight.
- (ii) The minimum offer of traffic shall be half rake of the permitted stock. Half rake for different stocks will be as under:

Wagons	Minimum no. of wagons in a half rake
BCN/BCNA/BCNAHS	20
BCNHL	29
BOXN group	29
BOST	22
BRN	21
Mixed Rakes:	
BOXN+ BRN group /BOST /BFNS	20 (Minimum 5 of each type and maximum 10 of BOXN wagons)

- (iii) Train load charging is subject to fulfilment of extant conditions for train load rate benefit.
- (iv) Traffic booked under this scheme will not be rebooked, diverted or given delivery short of destination.
 - 1) However, diversion and delivery short of destination can be permitted on account of Force Majeure conditions viz., (a) Act of God, (b) Act of War and, (c) Act of public enemies. Each such case of diversion and delivery short of destination shall be with the approval of the concerned COM and CCM of the Zonal Railway who shall record their reasons in writing.
 - 2) In case such traffic is required to be rebooked or diverted or delivered short of destination, then, the normal freight will be charged for the entire distance at the applicable class of the commodity.
 - 3) CRIS will develop a program for managing diversion and short of destination delivery in the FOIS for proper accountal.
- (v) Rakes loaded under normal tariff shall not be rebooked under this scheme. However, rebooking at normal tariff shall continue to be permitted as per extant rules.
- (vi) COM, CCM and FA&CAO of the concerned Zonal Railway will conduct a monthly review and audit of the scheme to assess the efficacy of the scheme. The results of the review should be submitted to Railway Board for information.

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2.0 Incentive Scheme for Freight Forwarders

2.1 Objective:

The Scheme aims to facilitate cargo aggregation and thereby expand the commodity basket on Railways.

2.2 Restricted Commodities:

2.2.1 The following commodities are restricted under the scheme:

- (i) Coal and all its variants including washed coal and imported coal,
- (ii) Coke and all its varieties including Metallurgical, Petroleum and Imported coke,
- (iii) Iron ore,
- (iv) POL,
- (v) Traffic moving in privately owned wagons (including OYWS and WIS /LWIS wagons) such as Cement in bulk in loose, Food grain in bulk in loose, Caustic Soda, LPG, Ammonia, Phosphoric Acid etc. availing freight concession under any other scheme,
- (vi) Traffic loaded in Ports,
- (vii) Container traffic,
- (viii) Military traffic,
- (ix) RMC,
- (x) Marine gypsum

2.2.2 Further, in addition to the list given in Para 2.2.1 above, in case of wagons loaded with more than 2 (two) commodities, following commodities shall also not be permitted:

- (i) All types of Ores and minerals
- (ii) Cement
- (iii) Food grain
- (iv) Chemical Manures
- (v) Iron and Steel

2.3 Floor Rates:

Minimum chargeable freight after all concessions should not be less than NTR* of Class LR - 1.

**Normal Tariff Rate (NTR) refers to the total charges for transport for a commodity inclusive of the base freight rate as published in Goods Tariff plus Demand Management Charges like Busy Season charge, Congestion charge, and Supplementary charge as applicable on various transportation products.*

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2.4 **Incentive:**

Cargo loaded in any wagon under this Scheme will be charged at the rates indicated below:

		<u>No. of wagons</u>	<u>Restriction</u>	<u>Freight Rate</u>
(a)	Individual wagons loaded with a single commodity.	Any number of wagons.	As per Para 2.2.1	Trainload rate for each wagon for the commodity loaded.
(b)	Individual wagons loaded with 2 commodities	Any number of wagons.	As per Para 2.2.1	Trainload rate for each wagon for the higher Class of 2 commodities loaded.
(c)	Individual wagons loaded with more than 2 commodities	Not more than 10 wagons.	As per Para 2.2.1 & 2.2.2	Composite Class rate of 120.

2.5 **Permitted Terminals:**

Goods Sheds.

2.6 **Lead Restriction:**

Minimum 700 Kms.

2.7 **Permitted Wagons:**

Covered, BOXN and Flat wagons.

2.8 **Concurrent Freight Concessions:**

6% concession applicable to traffic loaded to and from North East states will be permitted concurrently with this scheme.

Concurrent concessions will be given one after the other on the discounted NTR.

2.9 **Processing Procedure:**

A customer need not apply for grant of incentive under this Scheme. Railways will give applicable incentive on compliance of provisions of this scheme.

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2.10 **Conditions:**

1. Applicable only for freight forwarders who load in the same rake any of the following as mentioned in paragraph 'Incentive':
 - (i) (c) alongwith (a)
 - (ii) (c) alongwith (b)
 - (iii) (c) alongwith (a) & (b)
2. Loading at the forwarding terminal and unloading at the destination terminal will be the responsibility of the Cargo Aggregators.
3. A wagon may be loaded with a single or multiple commodities.
4. Any number of wagons can be loaded with a single or two commodities.
5. Not more than 10 wagons can be loaded with more than two commodities.
6. Freight would be charged for each wagon in the rake for the notified Permissible Carrying Capacity of the wagon at the Class rate indicated in the above table.
7. These services will be run only on prepaid basis at Owners' Risk. 'Said to Contain' Railway Receipts will be issued for 'Self'.
8. All extant Commercial rules and regulations including those for free times and demurrage will apply.
9. In cases of incorrect declaration of description of commodity or any other mis-declaration for availing benefit under this scheme, only those multi commodities wagons of the rake 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 of mis-declaration shall apply.
10. The customers will have to pay all other applicable charges like busy season charge, development charges etc. over and above the freight rates indicated above.
11. Supply of wagons for loading under the Scheme will be subject to operational feasibility.
12. Indent will be placed by the freight forwarder indicating the station from, station to, approximate indication of wagon wise break up of commodities along with names of consignors/consignees. However, at the time of loading, a modified forwarding note will be submitted by the freight forwarder indicating the final status of station from, station to, wagon wise break up of commodities along with names of consignors/consignees. This will be subject to the condition that in the modified forwarding note to be submitted at the time of loading, not more than 20% of the wagons for each commodity can be changed.
13. In notified empty flow direction, indent can be placed for less than standard rake size. Indent should be placed for a minimum 20 wagons in case of covered and flat wagons and a minimum of 30 wagons in case of BOXN wagons.

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14. For indent of less than rake size, supply of wagons will be made only for full rake. After loading, the entire rake will move carrying both the loaded and empty wagons. Block rake will not be split up for loading this category of traffic.

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EMPTY FLOW DIRECTION - COVERED WAGONS (BCN and BCNHL GROUP)

	RLY	SN	FROM DIVN	INTRA-ZONAL	INTER-ZONAL
				TO DIVISION	TO DIVISION
1	CR	1.1	BB	BSL (CHEMICAL MANURES)	WR: ADI (CHEMICAL MANURES), RTM (CHEMICAL MANURES), BRC (CHEMICAL MANURES)
		1.2	BSL	NGP (FOODGRAINS)	SCR: SC (FOODGRAINS); WCR: BPL (FOODGRAINS), JBP (FOODGRAINS), KOTA (FOODGRAINS); WR: BRC (DE-OILED CAKES; FOODGRAINS), ADI (DE-OILED CAKES), FOODGRAINS), RTM (FOODGRAINS)
		1.3	PUNE	SUR, BSL	SCR: SC; WR: ADI (SUGAR), BRC, RTM
		1.4	SUR	BSL	SCR: SC; WR: ADI (SUGAR), BRC, RTM
2	ECOR	2.1	KUR	WAT (CHEMICAL MANURES), SBP (CHEMICAL MANURES)	SCR: BZA (CHEMICAL MANURES), SC (CHEMICAL MANURES)
		2.2	WAT	SBP (CHEMICAL MANURES; FOODGRAINS)	SCR: BZA (CHEMICAL MANURES; FOODGRAINS)
3	ECR	3.1	DHN		SER: ADRA, CKP; WCR: JBP
		3.2	DNR	DHN	NCR: ALD, JHS; NR: DLI; SER: ADRA, CKP; WCR: JBP, KOTA
		3.3	MGS		NCR: ALD; WCR: JBP, KOTA
		3.4	SEE	DHN	NCR: ALD (FOODGRAINS); NR: FZR (FOODGRAINS), UMB (FOODGRAINS), LKO (FOODGRAINS), MB (FOODGRAINS); NWR: All (FOODGRAINS); SER: CKP (FOODGRAINS);
		3.5	SPJ	SEE (FOODGRAINS)	NER: LJN (FOODGRAINS); NR: FZR (FOODGRAINS), UMB (FOODGRAINS), DLI (FOODGRAINS), LKO (FOODGRAINS), MB (FOODGRAINS); NWR: All (FOODGRAINS); SER: CKP (FOODGRAINS); WCR: JBP (FOODGRAINS)
4	ER (C)	4.1	ASN		SER: CKP (CEMENT)
		4.2	MLDT	HWH (CEMENT), ASN	SER: KGP
		4.3	SDAH	HWH; ASN	SECR: BSP (JUTE MANUFACTURED), R (JUTE MANUFACTURED); ECOR: WAT, KUR; SCR: BZA; SER: CKP, KGP
		4.4	HWH	ASN	ECOR: WAT, KUR SCR: BZA; SER: KGP, CKP

Note: In addition to the restrictions on commodities mentioned in Para 1.5 of the circular, the commodity groups mentioned within brackets are also restricted for the particular Inter-divisional Empty Flow stream.

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EMPTY FLOW DIRECTION - COVERED WAGONS (BCN and BCNHL GROUP)

	RLY	SN	FROM DIVN	INTRA-ZONAL	INTER-ZONAL
				TO DIVISION	TO DIVISION
5	NCR	5.1	ALD	JHS	NR: DLI (CEMENT); NWR: All; WCR: JBP, KOTA
		5.2	JHS		WCR: BPL, JBP, KOTA
		5.3	AGC	JHS	
6	NER	6.1	BSB		NCR: ALD, NR: LKO, MB, UMB, NWR: All, WCR: JBP
		6.2	IZN		NR: FZR, UMB; NWR: All
		6.3	LJN		NR: LKO, FZR, UMB, MB, NWR: All, WCR: JBP
7	NFR	7.1	KIR		ECR: SEE (FOODGRAINS); ER: MLDT (FOODGRAINS), HWH (FOODGRAINS), ASN (FOODGRAINS); NR: UMB (FOODGRAINS); SER: CKP (FOODGRAINS), KGP (FOODGRAINS); WCR: JBP (FOODGRAINS)
		7.2	LMG	KIR (CEMENT), TSK, APDJ, RNY	
		7.3	RNY	APDJ	ER: HWH, MLDT
		7.4	TSK	LMG (CHEMICAL MANURES)	
		7.5	APDJ	KIR	ER: HWH
8	NR	8.1	UMB	FZR (CHEMICAL MANURES; FOODGRAINS; CEMENT)	NWR: BKN (CHEMICAL MANURES; FOODGRAINS)
		8.2	DLI	FZR (CHEMICAL MANURES; FOODGRAINS) UMB (CHEMICAL MANURES; FOODGRAINS)	NWR: All (CHEMICAL MANURES; FOODGRAINS), BKN (CHEMICAL MANURES; FOODGRAINS)
		8.3	LKO	DLI, FZR (CHEMICAL MANURES), UMB, MB (CHEMICAL MANURES)	NWR: All (CHEMICAL MANURES); NCR: ALD (CHEMICAL MANURES); WCR: JBP (CHEMICAL MANURES)
		8.4	MB	DLI (CHEMICAL MANURES), FZR (CHEMICAL MANURES), UMB (CHEMICAL MANURES)	
9	NWR	9.1	All		WR: RTM (CEMENT)
		9.2	BKN	All (FOODGRAINS)	WR: ADI (FOODGRAINS)
		9.3	JP	All, JU, BKN	WR: ADI, RTM
		9.4	JU		WR: ADI
10	SCR	10.1	SC		CR: NGP (CEMENT)
		10.2	BZA	SC (FOODGRAINS; CHEMICAL MANURES), GNT (FOODGRAINS; CHEMICAL MANURES)	
		10.3	GNT	BZA (FOODGRAINS)	
		10.4	GTL	BZA, SC, HYB	
		10.5	NED	SC (FOODGRAINS), HYB (FOODGRAINS)	CR: BSL (FOODGRAINS)
		10.6	HYB	SC (FOODGRAINS)	

Note: In addition to the restrictions on commodities mentioned in Para 1.5 of the circular, the commodity groups mentioned within brackets are also restricted for the particular Inter-divisional Empty Flow stream.

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EMPTY FLOW DIRECTION - COVERED WAGONS (BCN and BCNHL GROUP)

	RLY	SN	FROM DIVN	INTRA-ZONAL	INTER-ZONAL
				TO DIVISION	TO DIVISION
11	SECR	11.1	BSP	R (CEMENT)	WCR: JBP (CEMENT)
		11.2	NAG	R	CR: NGP
12	SER	12.1	ADRA	CKP	SECR: R
		12.2	CKP		SECR: BSP, R
		12.3	KGP	CKP	ECOR: KUR (CEMENT), WAT (BAMBOO CHIPS), SCR: BZA; SECR: BSP (BAMBOO CHIPS), R
		12.4	RNC	CKP	SECR: R
13	SR	13.1	SA	MAS (CEMENT; FOODGRAINS); TPJ (FOODGRAINS)	SCR: BZA (FOODGRAINS), GTL (FOODGRAINS), SC (FOODGRAINS)
		13.2	TVC	PGT (CHEMICAL MANURES), MDU (CHEMICAL MANURES), SA (CHEMICAL MANURES), TPJ (CHEMICAL MANURES), MAS (CHEMICAL MANURES)	SCR: SC (CHEMICAL MANURES), GTL (CHEMICAL MANURES), BZA (CHEMICAL MANURES)
		13.3	MAS		SCR: GNT (CHEMICAL MANURES), GTL (CHEMICAL MANURES), BZA (CHEMICAL MANURES), SC (CHEMICAL MANURES)
		13.4	MDU	SA (CHEMICAL MANURES), TPJ (CHEMICAL MANURES)	SCR: BZA (CHEMICAL MANURES)
		13.5	PGT	SA (CHEMICAL MANURES), TPJ (CHEMICAL MANURES)	CR: BB (CHEMICAL MANURES); SWR: UBL (CHEMICAL MANURES); WR: BRC (CHEMICAL MANURES)
		13.6	TPJ		SCR: BZA (CHEMICAL MANURES)
14	SWR	14.1	MYS	UBL (FOODGRAINS)	SCR: BZA (FOODGRAINS); GTL (FOODGRAINS); SC (FOODGRAINS)
		14.2	UBL		CR: PUNE (CHEMICAL MANURES; CEMENT), SUR (CHEMICAL MANURES; CEMENT), SCR: GTL (CHEMICAL MANURES), SC (CHEMICAL MANURES)
		14.3	SBC		SCR: BZA, GTL, SC; SR: MAS
15	WCR	15.1	BPL	KOTA (CHEMICAL MANURES; FOODGRAINS),	WR: RTM (CHEMICAL MANURES; FOODGRAINS)
16	WR	16.1	ADI	BVP (CHEMICAL MANURES), RJT (CHEMICAL MANURES)	
		16.2	BRC	ADI (CHEMICAL MANURES), RJT (CHEMICAL MANURES), RTM (CHEMICAL MANURES), BVP (CHEMICAL MANURES)	
		16.3	BVP	RJT (CHEMICAL MANURES)	
		16.4	RJT	BVP (CHEMICAL MANURES)	
		16.5	RTM	ADI (DE-OILED CAKES; CEMENT)	
		16.6	BCT	ADI (FOODGRAINS), BRC (FOODGRAINS), RTM (FOODGRAINS)	
		16.7	BPT	BCT, BRC	
17	KRCL	17.1	KRWR		CR: BB; SWR: UBL

Note: In addition to the restrictions on commodities mentioned in Para 1.5 of the circular, the commodity groups mentioned within brackets are also restricted for the particular Inter-divisional Empty Flow stream.

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EMPTY FLOW DIRECTION - OPEN WAGONS (BOXN GROUP)

	RLY	SN	FROM DIVN	INTRA-ZONAL	INTER-ZONAL
				TO DIVISION	TO DIVISION
1	CR	1.1	BSL	NGP, BB	SCR: SC; SECR: BSP, R; WR: BPT
		1.2	NGP	NIL	SCR: SC; SECR: BSP, R (SLAG)
		1.3	SUR		SCR:SC
2	ECOR	2.1	SBP	KUR, WAT	
		2.2	WAT	KUR (SLAG; STONE)	
3	ECR	3.1	DHN		SER: CKP; ADRA (CLINKER)
		3.2	MGS	DHN	SER: CKP
		3.3	SPJ	DHN	ER: ASN; NFR: KIR
4	ER	4.1	ASN		ECOR: KUR; ECR: DHN; SER: KGP, ADRA (SLAG), CKP
		4.2	CPT		SER: KGP
		4.3	HWH	ASN	SER: KGP
		4.4	MLDT	ASN, HWH	ECOR: KUR; NFR: APDJ; SER: KGP
		4.5	SDAH	ASN	ECOR: KUR; SER: CKP, KGP
5	NCR	5.1	ALD		ECR: DHN, MGS
		5.2	JHS		SECR: BSP; WCR: JBP
6	NER	6.1	LJN		ECR: DHN, MGS
7	NFR	7.1	KIR	APDJ	
8	NR	8.1	DLI		ECR: DHN, MGS; SECR: BSP; WCR: JBP
		8.2	LKO		ECR: DHN, MGS
		8.3	MB		ECR: -DHN, MGS
		8.4	UMB		CR: NGP; ECR: DHN, MGS; SECR: BSP; SER:CKP; WCR: JBP; WR: ADI
9	NWR	9.1	All		WR: ADI (CEMENT), RJT
		9.2	BKN	All, JU	SECR: BSP; WCR: JBP; WR: ADI
		9.3	JP		WR: ADI
10	SCR	10.1	BZA	SC	ECOR: KUR, WAT
		10.2	GTL	BZA (CLINKER), SC	ECOR: KUR (CEMENT), WAT
		10.3	SC	BZA (CLINKER; STONE)	
11	SECR	11.1	BSP		
		11.2	NAG	R (SLAG), BSP	
		11.3	R	BSP (CLINKER)	ECOR: WAT (IRON & STEEL), KUR (CEMENT)

Note: In addition to the restrictions on commodities mentioned in Para 1.5 of the circular, the commodity groups mentioned within brackets are also restricted for the particular Inter-divisional Empty Flow stream.

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EMPTY FLOW DIRECTION - OPEN WAGONS (BOXN GROUP)

	RLY	SN	FROM DIVN	INTRA-ZONAL	INTER-ZONAL
				TO DIVISION	TO DIVISION
12	SER	12.1	ADRA	KGP (IRON & STEEL), CKP, RNC	ECOR: KUR
		12.2	CKP		ECOR: KUR (CLINKER); SECR: BSP
		12.3	KGP	CKP	ECOR: KUR
		12.4	RNC	CKP	
13	SR	13.1	SA	MAS, MDU, TPJ	
14	SWR	14.1	MYS		SR: PGT
		14.2	SBC		SR: PGT
		14.3	UBL	MYS (SLAG)	ECOR: KUR (SLAG), WAT; SECR: GNT, SC (IRON & STEEL), GTL (SLAG), BZA (GRANITE); SR: PGT (SLAG), MAS (IRON & STEEL; SLAG)
15	WCR	15.1	BPL		CR: NGP; SECR: BSP
		15.2	JBP		ECR: DHN; SECR: BSP
		15.3	KOTA	JBP	SECR: BSP; WR: BRC, RJT
16	WR	16.1	ADI	RJT	
		16.2	BCT	BRC, RJT	CR: BSL, NGP
		16.3	BRC	ADI, RJT	
		16.4	RTM	BRC, RJT	

Note: In addition to the restrictions on commodities mentioned in Para 1.5 of the circular, the commodity groups mentioned within brackets are also restricted for the particular Inter-divisional Empty Flow stream.

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**EMPTY FLOW DIRECTION - FLAT WAGONS & MIXED STEEL RAKES
(BRN GROUP, CONCORD, BOST GROUP)**

	RLY	SN	FROM DIVN	INTRA-ZONAL	INTER-ZONAL
				TO DIVISION	TO DIVISION
1	CR	1.1	BB		KRCL: RN; SWR: UBL
		1.2	BSL		SECR: R; SWR: UBL
		1.3	NGP		SECR: NAG, R
2	ECOR	2.1	WAT	KUR (IRON & STEEL)	
3	ECR	3.1	DHN		SER: ADRA (CLINKER), CKP
		3.2	SPJ		ER: ASN
4	ER	4.1	HWH	ASN	SER: CKP
5	NCR	5.1	ALD		SER: ADRA, CKP
6	NFR	6.1	LMG		ER: ASN
7	NR	7.1	DLI		ECR: DHN; ER: ASN; SECR: BSP, R; SER: ADRA, CKP; WCR: BPL
		7.2	FZR		ECR: -DHN; SER: ADRA, CKP
		7.3	MB		SER: ADRA, CKP
		7.4	UMB		SER: ADRA
8	NWR	8.1	JP		ECR: DHN; SER: CKP; SECR: BSP
9	SCR	9.1	BZA		ECOR: WAT
		9.2	GTL		SWR: UBL
		9.3	HYB		SWR: UBL
		9.4	SC		ECOR: WAT; SWR: UBL
10	SECR	10.1	NAG	BSP; R	
		10.2	R	BSP (IRON & STEEL)	
11	SER	11.1	KGP	CKP	
12	SR	12.1	MAS		ECOR: KUR, WAT; SWR: UBL (IRON & STEEL)
		12.2	SA		SWR: SBC (IRON & STEEL), UBL
		12.3	TVC	SA	
13	SWR	13.2	SBC	UBL	
14	WCR	14.1	BPL		SECR: R
15	WR	15.1	ADI		SECR: R
		15.2	BCT		CR: BSL; SECR: R; SWR: UBL
16	KRCL	17.1	KAWR	RN	

Note: In addition to the restrictions on commodities mentioned in Para 1.5 of the circular, the commodity groups mentioned within brackets are also restricted for the particular Inter-divisional Empty Flow stream.

Katakuman

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