## GOVERNMENT OF INDIA ( 0000 0000) MINISTRY OF RAILWAYS (000 0000000) RAILWAY BOARD (00000 00000)

No. TCR/1078/2020/3

New Delhi, dated 23.10.2020

**General Managers** All Indian Railways

Sub	:	Policy guidelines on Round-Trip Traffic (RTT)	
Ref	-	Board's letter of even number dated 05.06.2020 (Rates Circular No.11 of 2020)	

Authority.	,,,	adjectine ma	tter has	05.06.2020, policy guidelines w been reviewed by the Compet				
<ol><li>Accordingly</li></ol>	, in superse	ssion of Data	0' 1	r No.11 of 2020 and clarificati y on Round-trip Traffic (RTT).				
2.1 Objective:								
This policy incentivizing Scheme:	•	ip duffic by co	mpennve					
within 200 k traffic shall be condition that outward rake necessarily be	ms of the de be charged as t loading in at its desti crossed for a	stination statics detailed in preturn direction function. Further availing the be	om the depon, then the ara 2.2 bein begins er, the benefit under					
	<b>Policy:</b> The c	charging shall	be as per	the illustration below*:				
Direction	O-D	Commodit	y Class	Freight payable				
	Scenario 1							
Outward Traffic	A to B	X	150	At Class 150				
Return Traffic	B/C to A	Y	160	At Class 150				
		Scena	rio 2					
Outward Traffic	A to B	X	150	At Class 150				
Return Traffic	B/C to A	Υ -	140	At class 140 <b>Less</b> the Difference of freight between NTR of class 150 and class 140				
		Scena	rio 3					
Outward Traffic	A to B	X	150	At Class 150				

150

At Class

B/C to A

Return Traffic

discount on NTR in both the distance between point B and Point C shall not be more than 200 km.  b. In case the commodity availing concession is under Main Commodity Head of NTR of applicable class of freight.  Restricted commodities: Iron ore, Container traffic, POL, Military traffic, RMC and Automobile traffic, LR traffic/Traffic below NTR of Class 100.  2.4 Permitted terminals: All Terminals (except Goodsheds and PFTs)  3.0 Application and Processing:  3.1 Rail users desirous of availing incentives under RTT policy, shall be required to apply Zonal Railway (PCCM, PCOM) alongwith the full details of O-D pair between which it will operate, commodity (oward as well as in return direction), points.  3.2 In case originating points of the return traffic is/are located on other Zonal Railway, then concerned Zonal Railway shall ensure that the PCCM, PCOM of the other associating railway has been consulted before approval.  3.3 a Benchmark NTKM for a month shall be equal to the monthly average of the commodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs from that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of first 22 months may be taken and that for rest upto two months can be extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.  b Benchmark NTKMs for each commodity shall be laid down separately for onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.  3.4 Zonal Railway must ensure that the scheme is not mis-used by formation of carels or mere diversion of existing traffic. The objective of the traffic is to attract incremental/ additional traffic to rail. That is, overall NTKM of the commodity should increase.  3.5 Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM af			RATES CIRCULAR NO. 27 OF 2020			
directions.  b. In case the commodity availing concession is under Main Commodity Head of NTR of applicable class of freight.  2.3 Restricted commodities: Iron ore, Container traffic, POL, Military traffic, RMC and Automobile traffic, LR traffic/Traffic below NTR of Class 100.  2.4 Permitted terminals: All Terminals (except Goodsheds and PFTs)  3.0 Application and Processing:  3.1 Rail users desirous of availing incentives under RTT policy, shall be required to apply Zonal Railway (PCCM, PCOM) alongwith the full details of O-D pair between which it will operate, commodity (onward as well as in return direction), details of traffic offered during previous year from these originating and destination points.  3.2 In case originating points of the return traffic is/are located on other Zonal Railway, then concerned Zonal Railway shall ensure that the PCCM, PCOM of the other associating railway has been consulted before approval.  3.3 a Benchmark NTKM for a month shall be equal to the monthly average of the commodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs shall ensure that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of first 22 months may be taken and that for rest upto two months can be extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.  b Benchmark NTKMs for each commodity shall be laid down separately for onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.  3.4 Zonal Railway must ensure that the scheme is not mis-used by formation of cartels or mere diversion of existing traffic. The objective of the traffic is to attract incrementaly additional traffic to rail. That is, overall NTKM of the commodity should increase.  5.5 Alternate loading point (point C) within 200 Km of point 'B'may be allowed by			discount on NTR in bour and			
b. In case the commodity availing concession is under Main Commodity Head "Coal & Coke", then the amount of concession shall be capped at equivalent to 10% and Natromobile traffic, LR traffic/Traffic below NTR of Class 100.  2.4 Permitted terminals: All Terminals (except Goodsheds and PFTs)  3.0 Application and Processing:  3.1 Rail users desirous of availing incentives under RTT policy, shall be required to apply Zonal Railway (PCCM, PCOM) alongwith the full details of O-D pair between which it will operate, commodity (onward as well as in return direction), details of traffic offered during previous year from these originating and destination points.  3.2 In case originating points of the return traffic is/are located on other Zonal Railway, then concerned Zonal Railway shall ensure that the PCCM, PCOM of the other associating railway has been consulted before approval.  3.3 Benchmark NTKM for a month shall be equal to the monthly average of the commodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs from that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of first 22 months may be taken and that for rest upto two months can be extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.  b Benchmark NTKMs for each commodity shall be laid down separately for onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.  3.4 Zonal Railway must ensure that the scheme is not mis-used by formation of cartels or mere diversion of existing traffic. The objective of the traffic is to attract incremental/ additional traffic to rail. That is, overall NTKM of the commodity should increase.  3.5 Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM after analyzing the empty run and the additional		*	The distance between point B and Point C. L. III. directions.			
and Automobile traffic, LR traffic/Traffic below NTR of Class 100.  2.4 Permitted terminals: All Terminals (except Goodsheds and PFTs)  3.0 Application and Processing: 3.1 Rail users desirous of availing incentives under RTT policy, shall be required to apply Zonal Railway (PCCM, PCOM) alongwith the full details of O-D pair between which it will operate, commodity (onward as well as in return direction), details of traffic offered during previous year from these originating and destination points.  3.2 In case originating points of the return traffic is/are located on other Zonal Railway, then concerned Zonal Railway shall ensure that the PCCM, PCOM of the other associating railway has been consulted before approval.  3.3 a Benchmark NTKM for a month shall be equal to the monthly average of the commodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs from that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of first 22 months may be taken and that for rest upto two months can be extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.  b Benchmark NTKMs for each commodity shall be laid down separately for onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.  3.4 Zonal Railway must ensure that the scheme is not mis-used by formation of cartels or mere diversion of existing traffic. The objective of the traffic is to attract incremental/ additional traffic to rail. That is, overall NTKM of the commodity should increase.  3.5 Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM after analyzing the empty run and the additional volumes/revenue which the proposed OD pair is offering.  3.6 FOIS/CRIS shall design the suitable software for front end feeding of customer details, commodi		b. "(	In case the commodity availing concession is under Main Commodity Head Coal & Coke", then the amount of concession is under Main Commodity 10%			
3.0 Application and Processing: 3.1 Rail users desirous of availing incentives under RTT policy, shall be required to apply Zonal Railway (PCCM, PCOM) alongwith the full details of O-D pair between which it will operate, commodity (onward as well as in return direction), details of traffic offered during previous year from these originating and destination points.  3.2 In case originating points of the return traffic is/are located on other Zonal Railway, then concerned Zonal Railway shall ensure that the PCCM, PCOM of the other associating railway has been consulted before approval.  3.3 a Benchmark NTKM for a month shall be equal to the monthly average of the commodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs achieved in previous 24 months from that terminal/station on CR commodity NTKMs from that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of first 22 months may be taken and that for rest upto two months can be extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.  b Benchmark NTKMs for each commodity shall be laid down separately for onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.  3.4 Zonal Railway must ensure that the scheme is not mis-used by formation of cartels or mere diversion of existing traffic. The objective of the traffic is to attract incremental/ additional traffic to rail. That is, overall NTKM of the commodity should increase.  3.5 Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM after analyzing the empty run and the additional volumes/revenue which the proposed OD pair is offering.  6. FOIS/CRIS shall design the suitable software for front end feeding of customer details, commodity, benchmark data, commencement date and validity etc by	2.3	I	estricted commodities: Iron ore Container to CC DOL Military traffic RMC			
3.1 Rail users desirous of availing incentives under RTT policy, shall be required to apply Zonal Railway (PCCM, PCOM) alongwith the full details of O-D pair between which it will operate, commodity (onward as well as in return direction), details of traffic offered during previous year from these originating and destination points.  3.2 In case originating points of the return traffic is/are located on other Zonal Railway, then concerned Zonal Railway shall ensure that the PCCM, PCOM of the other associating railway has been consulted before approval.  3.3 a Benchmark NTKM for a month shall be equal to the monthly average of the commodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs from that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of first 22 months may be taken and that for rest upto two months can be extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.  b Benchmark NTKMs for each commodity shall be laid down separately for onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.  2. Zonal Railway must ensure that the scheme is not mis-used by formation of cartels or mere diversion of existing traffic. The objective of the traffic is to attract incremental/ additional traffic to rail. That is, overall NTKM of the commodity should increase.  3.5 Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM after analyzing the empty run and the additional volumes/revenue which the proposed OD pair is offering.  6.6 FOIS/CRIS shall design the suitable software for front end feeding of customer details, commodity, benchmark data, commencement date and validity etc by Zonal Railway and for implementation of this policy.  1. As tabulated in para 2.2(a), the discount is to be gra	2.4	Pe	rmitted terminals: All Terminals (except Goodsheds and PFTs)			
Rail users desirous of availing incentives under RTT policy, shall be required to apply Zonal Railway (PCCM, PCOM) alongwith the full details of O-D pair between which it will operate, commodity (onward as well as in return direction), points.    3.2		A	oplication and Processing:			
In case originating points of the return traffic is/are located on other Zonal Railway, then concerned Zonal Railway shall ensure that the PCCM, PCOM of the other associating railway has been consulted before approval.    3.3   Benchmark NTKM for a month shall be equal to the monthly average of the commodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs from that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of first 22 months may be taken and that for rest upto two months can be extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.    b	3.1	Ra ap be de	il users desirous of availing incentives under RTT policy, shall be required to ply Zonal Railway (PCCM, PCOM) alongwith the full details of O-D pair tween which it will operate, commodity (onward as well as in return direction), tails of traffic offered during previous year from these originating and destination			
Inter-concerned Zonal Railway shall ensure that the PCCM, PCOM of the other associating railway has been consulted before approval.   3.3   Benchmark NTKM for a month shall be equal to the monthly average of the commodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs from that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of first 22 months may be taken and that for rest upto two months can be extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.    b	3.2	În	case originating points of the return traffic is/are located on other Zonal Railway,			
a Benchmark NTKM for a month shall be equal to the monthly average of the commodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs from that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of first 22 months may be taken and that for rest upto two months can be extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.  b Benchmark NTKMs for each commodity shall be laid down separately for onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.  Zonal Railway must ensure that the scheme is not mis-used by formation of cartels or mere diversion of existing traffic. The objective of the traffic is to attract incremental/additional traffic to rail. That is, overall NTKM of the commodity should increase.  Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM after analyzing the empty run and the additional volumes/revenue which the proposed OD pair is offering.  FOIS/CRIS shall design the suitable software for front end feeding of customer details, commodity, benchmark data, commencement date and validity etc by Zonal Railway and for implementation of this policy.  Terms and conditions:  As tabulated in para 2.2(a), the discount is to be granted to higher class commodity amongst the onward and return RRs, subject to fulfilment of given terms and conditions. However, the concession is applied through return Railway Receipt (RR only.  In case of scenario 1 and 2 of para 2.2, the concession to higher class commodity shall be given only after it crosses the benchmark NTKMs.  In case of scenario 3 in para 2.2, concession of 10% shall be applicable to		the	n concerned Zonal Railway shall ensure that the PCCM PCOM of the other			
commodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs from that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of first 22 months may be taken and that for rest upto two months can be extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.  b Benchmark NTKMs for each commodity shall be laid down separately for onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.  Zonal Railway must ensure that the scheme is not mis-used by formation of cartels or mere diversion of existing traffic. The objective of the traffic is to attract incremental/ additional traffic to rail. That is, overall NTKM of the commodity should increase.  Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM after analyzing the empty run and the additional volumes/revenue which the proposed OD pair is offering.  FOIS/CRIS shall design the suitable software for front end feeding of customer details, commodity, benchmark data, commencement date and validity etc by Zonal Railway and for implementation of this policy.  Terms and conditions:  As tabulated in para 2.2(a), the discount is to be granted to higher class commodity amongst the onward and return RRs, subject to fulfilment of given terms and conditions. However, the concession is applied through return Railway Receipt (RR only.  In case of scenario 1 and 2 of para 2.2, the concession to higher class commodity shall be given only after it crosses the benchmark NTKMs.  In case of scenario 3 in para 2.2, concession of 10% shall be applicable to	3.3	2	Benchmark NTKM for a month shall be associated by a small by average of the			
extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.  b Benchmark NTKMs for each commodity shall be laid down separately for onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.  3.4 Zonal Railway must ensure that the scheme is not mis-used by formation of cartels or mere diversion of existing traffic. The objective of the traffic is to attract incremental/ additional traffic to rail. That is, overall NTKM of the commodity should increase.  3.5 Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM after analyzing the empty run and the additional volumes/revenue which the proposed OD pair is offering.  FOIS/CRIS shall design the suitable software for front end feeding of customer details, commodity, benchmark data, commencement date and validity etc by Zonal Railway and for implementation of this policy.  3.6 Terms and conditions:  3.7 As tabulated in para 2.2(a), the discount is to be granted to higher class commodity amongst the onward and return RRs, subject to fulfilment of given terms and conditions. However, the concession is applied through return Railway Receipt (RR only.  In case of scenario land 2 of para 2.2, the concession to higher class commodity shall be given only after it crosses the benchmark NTKMs.  In case of scenario 3 in para 2.2, concession of 10% shall be applicable to		a	ommodity NTKMs achieved in previous 24 months from that terminal/station OR commodity NTKMs from that terminal/station in same month of previous year whichever is higher. In case entire 24 month data is not available, data of			
onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.  Zonal Railway must ensure that the scheme is not mis-used by formation of cartels or mere diversion of existing traffic. The objective of the traffic is to attract incremental/ additional traffic to rail. That is, overall NTKM of the commodity should increase.  Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM after analyzing the empty run and the additional volumes/revenue which the proposed OD pair is offering.  FOIS/CRIS shall design the suitable software for front end feeding of customer details, commodity, benchmark data, commencement date and validity etc by Zonal Railway and for implementation of this policy.  Terms and conditions:  As tabulated in para 2.2(a), the discount is to be granted to higher class commodity amongst the onward and return RRs, subject to fulfilment of given terms and conditions. However, the concession is applied through return Railway Receipt (RR only.  In case of scenario land 2 of para 2.2, the concession to higher class commodit shall be given only after it crosses the benchmark NTKMs.  In case of scenario 3 in para 2.2, concession of 10% shall be applicable to			extrapolated. The actual data should subsequently be fed into system(TMS) at the earliest, subject to maximum of two months after affecting the scheme in TMS for a customer.			
or mere diversion of existing traffic. The objective of the traffic is to attract incremental/ additional traffic to rail. That is, overall NTKM of the commodity should increase.  3.5 Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM after analyzing the empty run and the additional volumes/revenue which the proposed OD pair is offering.  5.6 FOIS/CRIS shall design the suitable software for front end feeding of customer details, commodity, benchmark data, commencement date and validity etc by Zona Railway and for implementation of this policy.  5.0 Terms and conditions:  5.1 As tabulated in para 2.2(a), the discount is to be granted to higher class commodity amongst the onward and return RRs, subject to fulfilment of given terms and conditions. However, the concession is applied through return Railway Receipt (RR only.  5.1 In case of scenario land 2 of para 2.2, the concession to higher class commoditions shall be given only after it crosses the benchmark NTKMs.  5.1 In case of scenario 3 in para 2.2, concession of 10% shall be applicable to		- 1	onward and return direction. When benchmark NTKMs are crossed in a RR, the concession shall be applicable from next RR onwards.			
Alternate loading point (point C) within 200 Km of point 'B'may be allowed by PCCOM and PCCM after analyzing the empty run and the additional volumes/revenue which the proposed OD pair is offering.  FOIS/CRIS shall design the suitable software for front end feeding of customer details, commodity, benchmark data, commencement date and validity etc by Zonal Railway and for implementation of this policy.  Terms and conditions:  As tabulated in para 2.2(a), the discount is to be granted to higher class commodity amongst the onward and return RRs, subject to fulfilment of given terms and conditions. However, the concession is applied through return Railway Receipt (RR only.  In case of scenario land 2 of para 2.2, the concession to higher class commodity shall be given only after it crosses the benchmark NTKMs.  In case of scenario 3 in para 2.2, concession of 10% shall be applicable to	3.4	or i	nere diversion of existing traffic. The objective of the traffic is to attract emental/ additional traffic to rail. That is, overall NTKM of the commodity			
FOIS/CRIS shall design the suitable software for front end feeding of customer details, commodity, benchmark data, commencement date and validity etc by Zona Railway and for implementation of this policy.  Terms and conditions:  As tabulated in para 2.2(a), the discount is to be granted to higher class commodity amongst the onward and return RRs, subject to fulfilment of given terms and conditions. However, the concession is applied through return Railway Receipt (RR only.  In case of scenario land 2 of para 2.2, the concession to higher class commodity shall be given only after it crosses the benchmark NTKMs.  In case of scenario 3 in para 2.2, concession of 10% shall be applicable to		Alte	rnate loading point (point C) within 200 Km of point 'B'may be allowed by OM and PCCM after analyzing the empty run and the additional			
As tabulated in para 2.2(a), the discount is to be granted to higher class commodity amongst the onward and return RRs, subject to fulfilment of given terms and conditions. However, the concession is applied through return Railway Receipt (RR only.  In case of scenario 1 and 2 of para 2.2, the concession to higher class commodity shall be given only after it crosses the benchmark NTKMs.  In case of scenario 3 in para 2.2, concession of 10% shall be applicable to	21.6	FOIS/CRIS shall design the suitable software for front end feeding of custome details commodity, benchmark data, commencement date and validity etc by Zona				
As tabulated in para 2.2(a), the discount is to be granted to higher class commodity amongst the onward and return RRs, subject to fulfilment of given terms and conditions. However, the concession is applied through return Railway Receipt (RR only.  In case of scenario 1 and 2 of para 2.2, the concession to higher class commodity shall be given only after it crosses the benchmark NTKMs.  In case of scenario 3 in para 2.2, concession of 10% shall be applicable to						
In case of scenario 3 in para 2.2, concession of 10% shall be applicable to	.1	As tabulated in para 2.2(a), the discount is to be granted to higher class contamongst the onward and return RRs, subject to fulfilment of given terms conditions. However, the concession is applied through return Railway Received.				
(1:1), 130		shall	be given only after it crosses the benchmark 1			
123.10.2020 15-C		ln ca	se of scenario 3 in para 2.2, concession of 10% shall be applicable to			
123.10.2020 NFC			1 1 23.10.			
			123.10.2020			

Stup. Barros 12.10.2020 loge 2 of 4

RATES CIRCULAR NO. 27 OF 2020 commodity only after its benchmark NTKMs have been crossed. It may be noted for clarity that benchmarks are commodity as well as direction (onward and return) specific. Once the commodity benchmark NTKMs as defined is crossed, concession will be applicable from next RR onwards. 4.2 In case of "New Traffic" the concession will be available from first RR itself. "New Traffic" is defined as the one whose benchmark NTKM is "zero"/"nil" as per para 3.3 <u>OR</u> the traffic offered by a "New customer", i.e. a customer who has not loaded that commodity from that terminal in previous 24 months. b However, ZR may ensure that such "New traffic" is not merely a diverted traffic and does not entail misuse of the policy. 4.3 Minimum chargeable NTR after all concession should not be below the NTR of No other concession under freight incentive schemes shall be applicable 4.4 concurrently, other than concession applicable to traffic to and from North-East region. 4.5 Traffic under TEFD Scheme, Freight Forwarder Scheme, Freight Incentive Scheme for loading of Fly Ash and Freight Incentive Scheme for loading of bagged consignment in open and flat wagons shall continue to avail concession under those schemes. Such traffic however, shall not be eligible under RTT scheme. 4.6 The actual freight charged shall be considered for arriving at Actual Gross Freight Revenue (AGFR) with respect to Long Term Tariff Contract (LTTC) Policy. 4.7 The consignor for outward direction and consignee for return traffic has to be mandatorily same i.e. under same customer code. However, consignor can be same in both the directions. The freight rebate or discount under assisted siding policy, wagon investment scheme, terminal development scheme etc. can be concurrently availed, as these are not freight incentive schemes. TMS shall first calculate the concessional NTR as per RTT policy, subject to para 4.2. Thereafter, the concession under here-mentioned investment schemes shall be applied (on original NTR, i.e. not on discounted NTR). TMS shall compare the NTR of outward and return class of commodities to 4.9 determine the higher and lower class. As per para 2.1 point B and C shall not be more than 200 km. apart. No freight shall 4.10 be charged on empty movement between point B to C. 4.11 These guidelines shall be applicable for block rakes only. 5.0 All other commercial rules will continue to apply unchanged. These instructions will come into force w.e.f.2410.2020, and shall remian valid for a 6.0 periond of one year; i.e. up to 23.10.2021. This issues in consultation with Traffic Transportation Dte. and with the concurrence 7.0 of Finance Directorate in the Ministry of Railways.

> Shi 23.10.2020 DFC

(Shilpi Bishnoi)
Director, Traffic Commercial (Rates)
Railway Board

lage 3 of 4

## RATES CIRCULAR NO. 27 OF 2020

## No. TCR/1078/2020/3

New Delhi, dated 23.10.2020

PFAs, All Indian Railways
Dy. C&AG(Railways), Room No.222, Rail Bhawan, New Delhi

for Member (Finance), Railway Board

No. TCR/1078/2020/3

New Delhi, dated 23.10.2020

## Copy to:

- 1. PCCMs, All Indian Railways
- 2. PCOMs, All Indian Railways
- 3. CAO/FOIS, Camp: CRIS, Chanakya Puri, New Delhi
- 4. MD/CRIS, Chanakya Puri, New Delhi
- 5. MD/KRCL, Belapur Bhawan, Sector-11, CBD Belapur, Navi Mumbai-400614
- 6. DG/NAIR, Vadodara
- 7. Director/IRITM, Lucknow
- 8. CRS, Lucknow

(Shilpi Bishnoi)

Director, Traffic Commercial (Rates)

Railway Board

Copy for information to:

PSO to M(O&BD), CRB & CEO and Member (Finance)

AM/C, AM/T, AM/R, AM/IT, Advisor(Safety)

EDTC/R, EDFM, EDTT/S, EDTT/F, EDTT/M, EDFE, ED/Coal, EDVT, ED(S&E)

DFM, DFC

TCCR, TC-I, TC/FM and FC Branches of Railway Board