

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

No.T.C.R/1078/2020/3

New Delhi, dt. 05.06.2020

General Manager
All Zonal Railways

Sub: Policy guidelines on Round-Trip Traffic (RTT)

- 1.0 Introduction:** An analysis of traffic moving by road has revealed that there are a number of flows which involve movement of such commodities that can also move by rail. One of the reasons cited for traffic moving by road in Origin-Destinations served by railways is that road haulers offer customers a discount when traffic is assured in both directions. Given the fact that a considerable percentage of railway's rakes run back empty after unloading, it is felt that railways should also incentivize/ encourage round trip traffic and hence this policy.
- 2.0 Scheme:** In case any customer (consignor) commits to offer traffic in the return direction i.e., back to the originating station, either from the destination station or from any point within 200 kms of the destination station, then traffic for both outward and return traffic shall be charged at lower of the applicable class rates amongst the outward and return direction traffic. This shall be subject to the condition that loading in return direction begins within 24 hours of the release of outward rake at its destination.
- 3.0 Charging Policy:** The charging shall be as per the illustration below.

Direction	O-D	Commodity	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
Scenario 2				
Outward Traffic	A to B	X	150	At Class 150
Return Traffic	B/C to A	Y	140	At Class 140 Less the difference in freight between class 150 and class 140
Scenario 3				
Outward Traffic	A to B	X	150	At Class 150
Return Traffic	B/C to A	Y	150	At Class 150 Less 10% discount on freight in both the directions
The distance between point B and Point C shall not be more than 200kms and the repositioning of a rake from point B to Point C shall be free of cost.				

- 4.0 Restricted commodities:** Iron Ore, Container Traffic, POL, Military traffic, RMC and automobile traffic, LR traffic/Traffic below NTR of class 100.

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5.0 Permitted Terminals: All terminals except good sheds and Private Freight Terminals (PFTs). However, all port terminals are permitted.

6.0 Terms and Conditions:

- i. Minimum chargeable NTR after all concessions should not be below NTR of class 100.
- ii. No other concession under freight incentive schemes shall be applicable concurrently, other than concession applicable to traffic to and from North-East region.
- iii. 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 concessions under those schemes. Such traffic however shall not be eligible under RTT scheme.
- iv. The actual freight charged shall be considered for arriving at Actual Gross Freight Revenue (AGFR) with respect to Long Term Tariff Contract (LTTC) Policy
- v. 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.
- vi. TMS shall compare the NTR of outward and return class of commodities to determine the higher/lower class.
- vii. The policy shall be applicable in cases where the return traffic originates not from B, but from point C; subject to the condition that distance between point B and C shall not be more than 200 km. However, no freight shall be charges on empty movement between point B to C
- viii. These guidelines shall be applicable for block rakes only.

7.0 Modalities:

- i. The customer (consignor) shall have to select the option of RTT scheme at the time of indenting /loading
- ii. Railway Receipts for outward and return traffic will be linked.
- iii. The Railway Receipt (RR) for outward traffic shall be prepared at applicable class rate. This shall be tagged with Return RR, which will be charged as per adjusted class or discount, as the case may be.
- iv. 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.
- v. The indents under RTT at return points (point B/ C) shall get overriding priority for loading since rake is already allocated for the return direction.
- vi. In case of operational exigencies, similar rake other than the one loaded at originating point of the round trip may be supplied by the Zonal Railway for the return traffic.

8.0 All PCOMs and PCCMs are requested to analyze the traffic flow by road of various commodities originating from their Zonal Railway, and hold discussions with potential customers to make this policy a success.

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- 9.0 All PCCMs shall send a quarterly report to Railway Board with due analysis of traffic carried under this policy, and its impact on Railway freight earnings.
- 10.0 FOIS and CRIS Shall develop the necessary software for implementation of RTT policy
- 11.0 All other commercial rules and policies shall continue to be applicable.
- 12.0 The policy shall be implemented with effect from 01.07.2020 and shall remain valid for period of one year, i.e. up 30.06.2021. Review of same shall be carried out at quarterly interval.

This issues in consultation with Traffic Transportation directorate and with the concurrence of Finance Directorate of Ministry of Railway.

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05/06/2020
(Shilpi Bishnoi)

Director, Traffic Commercial (Rates)
Railway Board
New Delhi, date 05.06.2020

No.TCR/1078/2020/3

Copy to:

1. Principal Financial Adviser, All Zonal Railways
2. Dy.C&AG(Rlys), Room No.222, Rail Bhavan, New Delhi.

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15.6.2020

for Financial Commissioner/Railways
New Delhi, dt. 05.06.2020

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Copy to:

1. Principal Chief Commercial Manager, All Zonal Railways
2. Principal 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. Managing Director, KRCL, Belapur Bhavan, Sector-11, CBD Belapur, Navi Mumbai-400614.
6. Director General, National Academy of Indian Railways, Vadodara
7. General Secy., IRCA, New Delhi.
8. Director, IRITM, Campus: Hardoi Bye-pass Road, Kanausi, Manaknagar, Lucknow-226011
9. Chief Commissioner of Railway Safety, Lucknow.

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Director, Traffic Commercial (Rates)
Railway Board

Copy for information:

CRB, MT, FC, Railway Board

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TC(R), TC(CR), F(C), Safety Branches, Railway Board

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05/04/2020
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