

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

No. TCR/1078/2022/Salt/3396153

Dated : 03.04.2023

**Principal Chief Commercial Manager,
Western Railway,
Mumbai.**

Sub : Methodology for granting various concession for non-refined Salt.
Ref : WR's letter no.C/RFG/OA III/210/2013/RCT-GHY dated 02.03.2023.
Board's Rates Circular No.25/2007; No. 47 of 2006; No. 62 of 2009;
No. 80 of 2007 & 07 of 2008.

Reference above, in the light of above mentioned Rates circulars and decree of Hon'ble RCT/GHY the subject has been examined in consultation with Finance Directorate.

Regarding the definition of Normal Freight Rate: Since 2006 onwards all types of concession is being granted on NTR unless otherwise specified to the contrary. As mentioned in Rates Circular No.47 of 2006, the word 'Concession on Normal Freight Rate' connotes Normal Tariff Rate.

Regarding admissibility of concurrent concession: Rates Circular No. 25 of 2007, clearly states that in case two or more concessions are permissible, subsequent concessions will be given on reduced rates derived after giving concession. Concession under both the schemes i.e. Rates Circular No. 7 of 2008 and Rates Circular No. 47 of 2006 are applicable concurrently.

It is requested that the case should be defended effectively on the above guidelines.


(Anshoo Pandey)
Director, Traffic Commercial (Rates)
Railway Board
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011-23047359

MINISTRY OF RAILWAYS (RAILWAY BOARD)
GOVERNMENT OF INDIA

No.TCR/1078/2007/1

New Delhi, dated:13 .03.2007

General Managers
All Zonal Railways

Sub: Freight Incentive Schemes and Transportation Products: Policy guidelines.

1.0 Introduction

- 1.1 Super session: These instructions supersede the existing Freight Incentive Schemes (RC No 25, 31, 44, 62, 64, 70, 74, 77, 98, 100 of 2006 and 1 of 2007), Concession on FCI food grains loaded in BOXN wagons (RC No 09 of 2007), Concession on Chemical Manures loaded in open wagons (RC NO 4 of 2003 and 35 of 2005), Concession on loading of Timber Waste in covered wagons (RC No 70 of 2005), Concession on Cement loaded in open wagons (RC No 4 of 2003, 43 Of 2006 and 111of 2006) and Wagon load classification of commodities loaded on MG and NG system (RC No 5 of 2007). Following comprehensive guidelines for various Freight Incentive Schemes & Transportation Products are introduced.
- 1.2 Customers already availing freight concessions under the existing Freight Incentive Schemes (such as Long Term Special Incentive Scheme) will have the option of continuing with the existing arrangement till completion of the term as per the agreement entered into between the rail user and Railways under the purview of the existing Freight Incentive Schemes or withdraw from these Schemes and opt for any of the new Incentive Schemes being introduced. Proposal pending finalization on 31st March 2007 under any of the Schemes hereby being superseded will lapse on cessation of validity of the relevant Scheme.
- 1.3 These Schemes and products will be applicable for freight traffic booked under provisions of Goods Tariff for BG traffic except where specifically and explicitly made applicable to MG and NG systems. Military, RMC and container traffic is also excluded from the purview of these schemes.

2.0 Definitions:

Key Terms used in the description of the Freight Incentive Schemes have been defined in the following Section for precise interpretation and elimination of ambiguities. *Field functionaries should interpret them exactly as defined.*

- 1 Benchmark Earning: Wherever applicable, Benchmark Earning will refer to freight earning in the corresponding period (month, year or season) of the previous year suitably adjusted for increase in applicable freight rates. If tariff rate has increased, the freight earning of previous year (corresponding period) shall be adjusted by multiplying by the current tariff rate and dividing by the tariff rate in the corresponding period of the previous year. However, if tariff

- rate has decreased, the freight earning of last year will be compared without any adjustment.
- 2 Block Rake: It is a train carrying wagons for a single destination. Compositions of Block Rakes composed of different types of wagons are as notified by Railway Board.
 - 3 Busy Season - Freight Business: It refers to the period from 1st October to 30th June of following year, unless modified through a notification by Railway Board.
 - 4 Busy Season - Passenger Business: It refers to the period from 16th April to 14th July and from 16th September to 14th January, unless modified through a notification by Railway Board.
 - 5 Commodity Restriction: This specifies specific commodities explicitly excluded from being eligible for a particular Incentive Scheme.
 - 6 Concurrent Freight concession: Normally, benefits of freight concession under a particular Scheme cannot be taken concurrently with benefits under any other Freight Incentive Scheme or any other freight concession for any portion of traffic unless explicitly permitted under the relevant Scheme or policy. Concurrency of Freight concessions under a particular Freight Incentive Scheme and any other Freight concession policy will be permitted in accordance with the provisions of the Policy concerned.
 - 7 Covered Wagons: It includes BCN, BCNA, BCNAHS, BCX and BCXN wagons. It does not include tank wagons.
 - 8 Dynamic Pricing Policy: It refers to tariff measures for management of seasonal and regional skew in demand for wagons with the objective of optimizing utilization of transport capacities and reducing idling of assets and capacities. This Policy includes demand management strategy of combining a slew of Incentive Schemes granting attractive concessions in freight and fare to give a boost to sluggish demand, improve market share by competitive pricing and to utilize idle assets together with Busy Season Surcharge, Congestion Charge, Supplementary Charge directed at shifting demands for services from excessively preferred routes and terminals to less patronized sectors and also to recover higher cost of operation on account of skewed demand pattern.
 - 9 Empowered Committee: It will comprise of Senior Commercial Inspector and a Traveling Inspector of Accounts nominated by the General Managers of the Zone. It will be the final authority at the Divisional level to verify eligibility of the customer under an Incentive Scheme and to vet the loading and earning data furnished by the customers.
 - 10 Flat Wagons: It includes BRN, BRNA, BFR, BRH, BRS, BFK, BFKI and BFNS wagons.
 - 11 Freight Concession: This is a generic term indicating charging at a rate lower than the normal tariff rate without being specific about it being a Freight Discount or Freight Rebate.
 - 12 Freight Discount: This refers to an upfront discount on the normal tariff rate at the time of booking of traffic at the terminal.
 - 13 Freight Earning: It refers to the revenue realized by railway from a customer for transportation of cargo by way of freight charges including surcharges, if any.
 - 14 Freight Incentive Schemes: Following Schemes are included in this category.
 - (a) Incentive Scheme for Incremental Traffic
 - (b) Long Term Special Incentive Scheme
 - (c) Incentive Scheme for Traditional Empty Flow Direction
 - (d) Incentive Scheme for Freight Forwarders
 - (e) Incentive Scheme for Two-Leg Traffic
 - (f) Incentive Scheme for Loading Bagged Consignments in BOXN
 - (g) Incentive Scheme for Lump Sum Special Rates and SLA
 - (h) Incentive Scheme for Greenfield Projects
 - (i) Incentive Scheme for Traffic on MG and NG Systems

(j) Incentive Scheme for Private Investments in Wagons

- 15 Freight Rebate: This refers to a freight concession granted by way of a refund based on fulfillment of certain agreed performance parameters over a period of time. Traffic is booked at the terminals at normal tariff rate and refund by way of rebate is paid in lump sum.
- 16 Full Rake Terminal: This refers to Terminals notified by Zonal Railways as full rake handling point.
- 17 Half Rake Terminal: This refers to Terminals notified by Zonal Railways as half rake handling point.
- 18 Incentive: It is the benefit being granted to rail user under a particular scheme.
- 19 Incremental Earning: It is the freight earning realized over and above the freight earning in the corresponding period (month, year or season) of the previous year suitably adjusted for increase in applicable freight rates. If tariff rate has increased, the freight earning of previous year (corresponding period) shall be adjusted by multiplying by the current tariff rate and dividing by the tariff rate in the corresponding period of the previous year. However, if tariff rate has decreased, the freight earning of previous year will be compared without any adjustment.
- 20 Lead Restriction: This specifies restrictions by way of minimum lead of traffic applicable to an Incentive Scheme.
- 21 Lean Season - Freight Business: It refers to the period from 1st July to 30th September, unless modified through a notification by Railway Board.
- 22 Lean Season - Passenger Business: It refers to the period from 15th January to 15th April and from 15th July to 15th September, unless modified through a notification by Railway Board.
- 23 Mini Rake: This is a short rake with a composition shorter than the specified number of wagons required for a Block Rake.
- 24 Multi Point Rake: This is a train carrying wagons destined to more than two destinations.
- 25 New Traffic: It refers to the traffic loaded by a customer in the current year while the customer had not loaded any traffic in the corresponding period (month, season or year) of the previous year.
- 26 Normal Tariff Rate (NTR): NTR for commodities will be the base freight rate as published in Goods Tariff plus Demand Management Charges like busy season surcharge, Congestion Surcharge, Supplementary Surcharge as applicable on various transportation products etc under Dynamic Pricing Policy, if applicable. Other charges like Punitive Charges for overloading, Penal Charges for Misdeclaration will be levied on NTR. Similarly, freight concession (discount/rebate) will also be levied on NTR.
- 27 Open Wagons: It includes BOXN, BOXNHS, BOXNHA, BOXNCR, BOXNEL, BOST and BOX wagons. This does not include hopper wagons.
- 28 Restricted Wagon: This specifies the types of wagons permissible or restricted under an Incentive Scheme.
- 29 Season: It implies either Busy Season or Lean Season.
- 30 Seasonal Restriction: This specifies season/s in which a particular Incentive Scheme is permitted.
- 31 Terminal: It refers to a private siding, assisted siding, railway siding, port or a goods shed where cargo is loaded or unloaded.
- 32 Terminal Restriction: This identifies the type of Terminal eligible for a particular Incentive Scheme.
- 33 Traditional Empty Flow Directions: These are traffic movement streams comprising predominantly of empty wagons. Railway Board will notify these streams/directions for specific wagon types.

Rates Circular No. 47 of 2006

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

No.TCR/1078/2003/1

New Delhi, Dated: 29.05.2006

The General Managers (Comml.),
All Indian Railways.

SUB: Concession in freight rates of ordinary non-refined
Salt meant for human consumption.

REF: Board's letter no.TCR/1078/2003/1 dated 24.01.2006
(Rates Instruction No.8 of 2006)

In supersession of Board's letter no. TCR/1078/2003/1 dated 24.01.2006
(Rates Instruction No.8 of 2006), sanction of the Central Government is hereby accorded
to the grant of graded concessions in the freight rates for the booking of ordinary non-
refined salt, meant for human consumption subject to minimum freight as given below:

Distance (Km)	Concession on normal freight rates	Minimum freight
1- 1000	Nil	As applicable
1001- 1600	10%	Not less than freight for distance 1000 Kms
1601- 2200	15%	Not less than concessional freight for distance 1600 Kms
2201- 3000	20%	Not less than concessional freight for distance 2200 Kms
3001& above	25%	Not less than concessional freight for distance 3000 Kms

..2/-

Rates Circular No. 47 of 2006

The concession will be granted on production of a certificate issued by the office of Salt Commissioner or his authorized agents about the nature and category of salt alongwith Forwarding Note by the consignor under priority 'D' or 'C', as the case may be, of the Preferential Traffic Order of the Indian Railways. Alternatively, concession will also be granted if the Forwarding Note detailing the nature and category of salt has endorsement/countersignature by the Salt Commissioner or his authorized agent(s). The concessions will apply to both ordinary non- refined iodised salt and ordinary non-refined salt meant for iodisation.

The above mentioned concessions will, however, not be applicable to the various varieties of refined salt, branded refined salt, free- flowing salt, table salt, vacuum- salt etc.

Sufficient precautions should be taken to avoid any misdeclaration by the parties.

This concession will take effect from 01.06.2006..

This issues with the concurrence of the Finance Directorate in the Ministry of Railways.

(Shri Prakash)
Executive Director, Traffic Comml.(Rates)
Railway Board

No.TCR/1078/2003/1

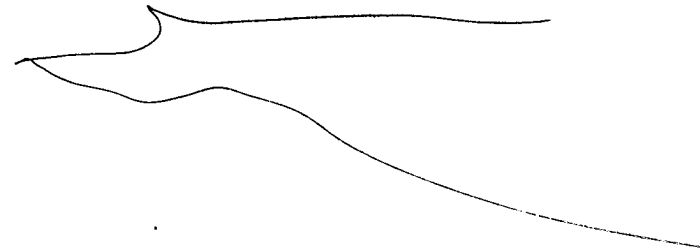
New Delhi, Dated: 29.05.2006

Copy for information and necessary action to :-

1. FA & CAOs, All Indian Railways
2. Dy.C&AG (Rlys.), Room No.222, Rail Bhavan, New Delhi with 6 spares copies.

for Financial Commissioner(Railways)

..3/-



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

No. TCR/1078/2009/13

New Delhi, dated: 10.11.2009

General Managers,
All Zonal Railways.

**Sub. : Policy Guidelines- Freight Incentive Schemes and
Transportation Products**

1.0 Introduction

- 1.1 Super cession: These instructions supercede Rates Circular (RC) No. 25 of 2008, Corrigendum No. 1 to 20 to RC No. 25 of 2008.
- 1.2 Rail user already availing freight concession under a notification issued by the Zonal Railways may continue with the existing arrangement till completion of the contract period as per the agreement/notification.
- 1.3 These Schemes and products will be applicable for freight traffic booked under provisions of Goods Tariff.
- 1.4 Following traffic are excluded from the purview of all Freight Incentive Schemes:
 - (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, Foodgrain 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) Short lead traffic of $\leq$ 100 Kms.
- 1.5 Main objective of the Freight Incentive Scheme is to generate additional traffic volumes and additional revenues. Grant of freight concessions should, therefore, serve this very objective. A close watch needs to be kept to ensure that this objective is being served.
- 1.6 Concessions will normally be given as a discount at the time of issue of RRs unless otherwise specifically stated in a particular scheme. However, if on

request of the customer or for any other reason discount could not be given at the stage of issue of RRs, then the concession should be given subsequently as a refund.

2.0 Definitions:

Key Terms used in these policy guidelines have been defined in the following Section for precise interpretation and elimination of ambiguities. *Field functionaries should interpret them exactly as defined.*

- 1 Benchmark NTKMs : It refers to average NTKMs in the corresponding period (month or year) of the previous two years from the same terminal. However, NTKMs for leads of < 100 Kms. will not be included in the benchmark.
- 2 Block Rake : It is a train carrying wagons for a single destination. The number of wagons constituting a Block Rake for different types of wagons is notified by Railway Board.
- 3 Concurrent Freight concession : (i) Freight concession under TIELS and Liberalized Siding Rules will be permitted concurrently with concession under these Schemes. (ii) Apart from TIELS & Liberalized Siding Rules, benefits of freight concession under a particular Scheme cannot be taken concurrently with benefits under any other Freight Incentive Scheme or Freight Concession under any other policy unless explicitly permitted under the relevant scheme or policy. (iii) Concurrent concessions will be given one after the other on the reduced NTR. Levy of charges on NTR such as Development charge, Terminal Charge etc. will be levied on the original NTR without any concession.
- 4 Covered Wagons : This term refers to BCX, BCXN, BCN, BCNA, BCNAHS, BCNHL and equivalent wagons. It does not include tank wagons.
- 5 Divisional Empowered Committee (DEC) : It comprises of a Senior Commercial Inspector and a Traveling Inspector of Accounts nominated by the Divisional Railway Manager (in consultation with Dy. CAO/Traffic) for each division of the Zone. It is the final authority at the Divisional level to vet all data furnished by customers. In case the number of customers is more and it is so required, more than one committee can be formed by the DRM.
- 6 Flat Wagons : This term refers to BRN, BRNA, BFR, BRH, BRS, BFNS and equivalent wagons.
- 7 Floor Rate : This refers to the minimum chargeable freight payable after granting all concurrent concessions, under any Freight Incentive Scheme.
- 8 Freight Concession : This is a generic term indicating a rate lower than the normal tariff rate without being specific about it being a Freight Discount or Freight Rebate. All freight concessions will be granted by

the loading division irrespective of whether the traffic is 'paid' or 'to pay'.

- 9 Freight Discount : This refers to an upfront discount on the normal tariff rate at the time of booking of traffic at the terminal.
- 10 Freight Earning : It refers to the net revenue realized by railway from a customer for transportation of cargo by way of freight charges including surcharges or other charges, if any.
- 11 Freight Incentive Schemes : Following Schemes are included in this category.
- (i) Incentive Scheme for Loading Bagged Consignments in BOXN.
 - (ii) Incentive Scheme for Traditional Empty Flow Direction.
 - (iii) Incentive Scheme for Freight Forwarders.
 - (iv) Incentive Scheme for Incremental Traffic.
- 12 Freight Rebate : This refers to a freight concession granted by way of a refund based on fulfillment of certain agreed performance parameters over a period of time. Traffic is booked at the terminals at normal tariff rate and refund by way of rebate is paid in lump sum.
- 13 Full Rake Terminal : This refers to Terminals notified by Zonal Railways as full rake handling point.
- 14 Half Rake Terminal : This refers to Terminals notified by Zonal Railways as half rake handling point.
- 15 Incentive : It is the benefit in freight charges or any other additional facility being granted to rail user under a particular scheme.
- 16 Incremental NTKMs : It is the NTKMs earned over and above the average NTKMs in the corresponding period (month or year) of the 2 previous corresponding months/years.
- 17 Lead Restriction : This specifies restrictions by way of minimum lead for traffic to be eligible under an Incentive Scheme.
- 18 Mini Rake : This is a short rake composed of lesser number of wagons than specified for a Block Rake.
- 19 Multi Point Rake : This is a train carrying wagons destined to more than two destinations.
- 20 New Traffic : It refers to the traffic loaded by a customer in the current year from a terminal provided that this customer had not loaded same commodity from the same terminal in each of the 2 previous years.
- 21 NTKMs : This refers to Net Tonne Kilometers. For each rake loaded, figure of NTKMs will be arrived at by multiplying the net tonnage charged (as per the RR) with the chargeable distance in Kms. The figure for any period will be sum total of NTKMs of all rakes loaded during that period.
- 22 Normal Tariff Rate (NTR) : It 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. Other charges like Development Charge, Punitive Charges for Overloading, Penal Charges for Mis-declaration will be levied on NTR. Similarly, freight concession (discount/rebate) will also be granted on NTR.
- 23 Open Wagons : It includes BOXN, BOXNHS, BOXNHA, BOXNCR, BOXNEL, BOXNHL, BOST, BOX and equivalent wagons. This does not include hopper wagons.
- 24 Permitted Terminal : This identifies the type of Terminal, traffic at which is eligible for a particular Incentive Scheme.
- 25 Permitted Wagon : This specifies the types of wagons, traffic in which is eligible under an Incentive Scheme.
- 26 Restricted Commodities : This refers to specific commodities excluded from being eligible for a particular Incentive Scheme.
- 27 Terminal : It refers to a private siding, assisted siding, railway siding, goods shed where cargo is loaded or unloaded but does not include an Inland Container Depot or port.
- 28 Traditional Inter Zonal Empty Flow Directions : These are Inter Zonal traffic movement streams comprising predominantly of empty wagons. Railway Board notifies these streams/directions for specific wagon types.
- 29 Traditional Intra Zonal Empty Flow Directions : These are Intra Zonal traffic movement streams comprising predominantly of empty wagons. Railway Board notifies these streams/directions for specific wagon types based on proposals received from zonal railways.
- 30 Transport Products : These are various transportation options differentiated primarily by the volume of traffic and include following services.
- (a) Block rake.
 - (b) Mini Rake.
 - (c) Two point Rake.
 - (d) Multi Point Rake.
 - (e) Two and Multi point rake (other than covered wagons)
 - (f) Rake from Two Originating Terminals.
 - (g) Rake from Two Originating Terminals (other than covered wagons).

The provisions of these products mentioned in these instructions will be automatically applicable depending on the type of service a customer chooses.

- 31 Two Point Rake : This is a freight train carrying wagons destined for two terminals.
- 32 Year : Period from 1st January to 31st December of the same year.

3.0 Processing Procedure

A customer will be able to participate in any of the Freight Incentive Schemes only if he specifically applies for the same except for those Schemes which explicitly mention that such an application is not required. The detailed procedure for processing a proposal received from a customer regarding any of the freight incentive schemes is given below. However, if a specific Scheme prescribes an alternate procedure, the same will apply to that specific Scheme.

1. Customers will apply to the Divisional Railway Manager of the concerned Division for grant of benefits under the specific Freight Incentive Scheme they wish to participate in.
2. These applications will include details as applicable in respect of their monthly NTKMs for 2 previous years say, from 1st January 2008 to 30th September 2009. Figures for the 3 month period from 1st October 2009 to 31st December 2009 should be furnished subsequently on completion of the period. The application should also indicate the type of wagons used in case of Incentive scheme for Traditional Empty Flow Direction. The application should be supported by documents duly authenticated by the Station Manager/Chief Goods Supervisor of the concerned terminals.
3. The proposals will be passed on to the nominated DEC to verify the accuracy of the data furnished by the customer. DEC role will be limited to merely verifying the data furnished by the customer by visiting the concerned siding or goods shed as the case may be.
4. The DEC must submit its report within fifteen days of receipt of the proposal from the division. In case of variation in figures between the applicant and DEC, those of latter will prevail.
5. Proposals submitted by customers, duly vetted by the DEC, will be put up by (Senior) Divisional Commercial Manager to Divisional Railway Manager through (Senior) Divisional Operations Manager for issue of an Authorization to the Goods Supervisor of the concerned terminal for maintaining necessary records and granting admissible freight Concessions. In case the customer's application for participation in an Incentive Scheme is not approved, then a Regret Letter will be issued.
6. Before issuing the notification authorizing grant of discounted freights to an applicant, Divisional Railway Manager must ensure that restrictions in respect of concurrent operation of the Freight Incentive Schemes as well as the conditions as specified in the relevant Scheme are complied with.
7. Freight concessions under these Incentive Schemes should generally be granted by means of discounted freight rate at the time of issue of Railway Receipt itself. Grant of freight rebate involving refunds after completion of the contract period should be adopted only if particular conditions of a case require it or if a Scheme explicitly prescribes it. However, if a customer so

Rates Circular No. 80 of 2007

**Government of India (Bharat Sarkar)
Ministry of Railways (Rail Mantralaya)
Railway Board**

No.TCR/2211/2001/21

New Delhi, dated 06.08.2007

The Chief Commercial Managers,
All Indian Railways.

**Sub: 6% freight concession on traffic originating from
North Eastern Region.**

1. Sanction of the Central Government is hereby accorded to grant 6% (six percent) concession on Normal Tariff Rates (NTR) on entire outward freight traffic, except Coal and POL, booked from stations falling in the states of Assam and other North-Eastern States of North- Eastern Region. The concession will not be given on inward traffic booked for stations falling in the state of Assam and other North Eastern States of NE Region.
2. This concession of 6% (six percent) will not be applicable on traffic booked locally between stations situated in Assam and other North Eastern States of NE Region.
3. These instructions will come into force w.e.f. 15. 08. 2007.
4. This issues with the concurrence of Finance Directorate of Ministry of Railways.


**(N.K.Parsuramka)
Director, Traffic Comml. (Rates)
Railway Board.**

No.TCR/2211/2001/21

New Delhi,dated 06 .08.2007

Copy for information: -

1. FA & CAOs, All Indian Railways
2. Deputy Comptroller and Auditor General of India (Railways), New Delhi with 6 spares.

For Financial Commissioner(Railways)

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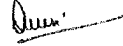
Rates Circular No. 80 of 2007

No.TCR/2211/2001/21

New Delhi, dated 06.08.2007

Copy for information and necessary action to:-

1. Chief Operating Managers, All Indian Railways.
2. Managing Director, CRIS, Chanakya Puri, New Delhi-23.
3. The Chief Administrative Officer, FOIS, Northern Railway, Camp: CRIS, Chanakya Puri, New Delhi-23.
4. Managing Director, Konkan Railway Corporation, Belapur Bhavan, Sector- 11, CBD Belapur, New Mumbai-400614.
5. Director General, Railway Staff College, Vadodara.
6. Director, Institute of Rail Transport Management (IRTEM), Manaknagar, Lucknow.
7. GS/IRCA, New Delhi.


(N.K.Parsuramka) Director,
Traffic Comml. (Rates)

Railway Board.

Copy to: -

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ED(C&IS), ED(S&E), EDV(T), ED(Plg.), ED(PP), ED(PPP), ED(T&C), DF(C),
DTC(G), DPM, Dir(T&C), DFM, DTT(G), DTP, DP, DTT(POL), DDTC(R)
TC (CR), TC-I, TC-IV, FC, Stat (Econ.), Economic Cell and Budget branches of
Railway Board.

Rates Circular No. 07 of 2008

**Government of India (Bharat Sarkar)
Ministry of Railways (Rail Mantralaya)
Railway Board**

No.TCR/2211/2001/21

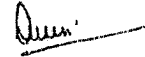
New Delhi, dated 13 .03.2008

The Chief Commercial Managers,
All Indian Railways.

Sub: Freight concession for North Eastern States.

Ref: Board's letter No.TCR/2211/2001/21 dt. 06.8.2007
(Rates Circular No.80 of 2007)

1. Sanction of the Central Government is hereby accorded to grant 6%(six percent) concession on Normal Tariff Rates (NTR) for traffic booked from any station falling in states other than Assam and other North Eastern states to any station falling in the states of Assam and other North Eastern states of North Eastern Region. This concession will not be given on traffic with originating and destination stations in the states of Assam and other North-Eastern States of North Eastern Region.
2. These instructions will come into force w.e.f. 01.04. 2008.
3. This issues with the concurrence of Finance Directorate of the Ministry of Railways.



**(N.K.Parsuramka)
Director, Traffic Commercial (Rates)
Railway Board**

No.TCR/2211/2001/21

New Delhi, dated 13 .03.2008

Copy for information: -

1. FA & CAOs, All Indian Railways
2. Deputy Comptroller and Auditor General of India (Railways), New Delhi with 6 spares.

**For Financial Commissioner (Railways)
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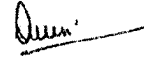
Rates Circular No. 07 of 2008

No.TCR/2211/2001/21

New Delhi, dated 13 .03.2008

Copy for information and necessary action to:-

- 1) General 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.
- 5) Managing Director, Konkan Railway Corporation, Belapur Bhavan, Sector- 11, CBD Belapur, New Mumbai-400614.
- 6) Director General, Railway Staff College, Vadodara.
- 7) Director, Institute of Rail Transport Management (IRTEM), Manaknagar, Lucknow.
- 8) GS/IRCA, New Delhi.



(N.K.Parsuramka)

**Director, Traffic Commercial (Rates)
Railway Board**

Copy to: -

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EDV(T), ED(Plg.), ED(PP), ED(PPP), ED(T&C), DF(C), DTC(G), DPM, Dir(T&C),
DFM, DDTTC(R)

TC (CR), TC-I, TC-IV, FC, Stat (Econ.), Economic Cell and Budget branches of
Railway Board.

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

No. TCR/1078/2022/Salt/3396153

Dated: 25.01.2023

**Chief Commercial Manager(FM),
Western Railway,
Mumbai**

**CAO/FOIS
MD/CRIS,
CRIS Complex, Chanakyapuri,
New Delhi-110021**

Sub : Methodology for granting various concession for non-refined Salt.

Ref : WR's letter No.C/RFG/OA III/210/2013/RCT-GHY dated 01.09.2022.
Board's Rates Circular No.25/2007; No. 47 of 2006; No. 62 of 2009; No. 80 of 2007 &
07 of 2008.

Reference above, in the light of above-mentioned Rates Circulars (RC) and decree of Hon'ble RCT/GHY, the subject has been examined. RC 7 of 2008 states that 6% concession shall be given for traffic booked from any station falling in the states other than Assam and other North eastern states to any station falling in the states of Assam and other North eastern states of North eastern Region. The current practice regarding grant of this concession alone is as per RC 7 of 2008. With regard to admissibility of concurrent concession, the same is given as per RC 25 of 2007 which states that "In case two or more concessions are permissible, subsequent concessions will be given on reduced rates derived after giving concession.

Also, it has to be ensured that there is no differentiation on account of levying concession of NE states on the reduced NTR as a result of levying concession of refined salt first or levying concession of refined salt on the reduced NTR as a result of levying the concession of NE states first. In view of the same, concession under both the schemes are applicable concurrently. Necessary action regarding the same may be taken and advise to Board's office.

This issues with the concurrence of Finance Directorate in the Ministry of railways.


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