



डेडीकेटेड फ्रेट कोरीडोर

डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इण्डिया लि.
भारत सरकार (रेल मंत्रालय) का उपक्रम
Dedicated Freight Corridor Corporation of India Ltd.
A Govt. of India (Ministry of Railways) Enterprise

**DFCR, Business Development Circular No. 02 of 2020
(DFCR/BD – 02 of 2020)**

Sub : Calculation of chargeable Inter Station Distance, and Through Distance (in case of sidings).

Ref : 1. Director, TC (Rates), Rly Bd. letter No. TCR/2043/2008/1 dt. 28.07.2008.
2. Director, TC (Rates), Rly Bd. letter No. TC-I/2014/214/3 dt. 24.09.2014.

Inter Station Distances over Indian Railways are being calculated in accordance with instructions laid down in para 429 (d) of Indian Railway Works Manual (copy of para enclosed) with reference to the nominated and earmarked centre line of station building of respective stations. Director, Traffic Commercial (Rates) vide its letter dated 28.07.2008 (copy enclosed) has issued a clarification regarding calculation of chargeable inter station distances.

As per DFCCIL policies for rail connectivity to (i) Private Freight Terminals, (ii) Private Sidings and (iii) Port Rail Terminals, freight will be charged on the basis of through distance. Master Circular has been issued by Director, Traffic Commercial (Rates) vide its letter dated 24.09.2014 (copy enclosed) and also available on following link :

http://www.indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/Freight_Rate_2K14/RMC_TD-Basis_240914.pdf

DFCR is in process of calculation of chargeable inter station distance and through distance for sidings hence all concerned are hereby advised to follow the above instructions and their amendments as issued by Railway Board, on the subject.

DA : As above

(Biplav Kumar)
Group General Manager (BD)

No. HQ/OP&BD/Station-Data/RBS/2019

New Delhi, 03.02.2020

Copy forwarded for information to :

1. EDTC(Rates), Railway Board, New Delhi
2. Chief Administrative Officer (FOIS), Camp : CRIS/Chanakyapuri, New Delhi.
3. Secy. to MD/DFCCIL for information to MD, please.
4. Director (OP&BD), Director(Finance), Director(Infra), Director(PP)/DFCCIL.

(Biplav Kumar)
Group General Manager (BD)

No. HQ/OP&BD/Station-Data/RBS/2019

New Delhi, 03.02.2020

Copy forwarded for information and necessary action to :

1. All CGMs/DFCR
2. GM/Finance/CF, GM(OP), GM(TS), CVO, ED(EDFC) & ED(WDFC), DFCR
3. All concerned to note and act accordingly.

(Biplav Kumar)
Group General Manager (BD)

No. HQ/OP&BD/Station-Data/RBS/2019

New Delhi, 03.02.2020

429 Station Buildings

a) The layouts for the station buildings should provide for all the passenger amenities detailed here in above and the functional requirements. The layout should also provide for future expansion and should result in an overall pleasing and functionally efficient layout. Amenities provided should be of user-friendly nature.

b) The station buildings should incorporate in them the features of the local architectural heritage wherever possible. While extending or modifying the existing station buildings, it must be ensured that the new construction harmonizes with the architecture of the existing station buildings. The plinth level of the station buildings should provide for raising of the platform to a high level platform.

c) The existing facilities at the stations should be relocated to make these facilities user friendly. As far as possible maintenance free material should be used at stations to avoid frequent maintenance.

d) For all stations, the centre of the station building acts as the reference point for the yard plans, inter-station distances, chargeable distances, etc. The reference point shall be prominently marked with an engraved vertical arrow on the external walls of the station building with the caption "CENTRE LINE OF STATION" engraved below it. The location represents a fixed reference point and shall not be altered if the station building is subsequently extended, altered or rebuilt. The fixed reference point shall be maintained properly and in the event of removal of the part of the structure on which it is fixed, the reference point shall be re-engraved at the same location on any other permanent structural element available.

e) A permanent Bench Mark (B.M.) linked with the Survey of India B.M. System should also be provided in the prescribed manner on a suitable part of the station building at a location least likely to be disturbed. A list of B.M.s should be maintained in the offices of IOW, AEN, & DEN with complete description of their location, level etc.

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

No.TCR/2043/2008/1

New Delhi, dated 28.07.2008

Chief Commercial Managers
All Indian Railways

Sub: Calculation of chargeable inter station distances.

In terms of para 429(d) of Railway Works Manual, inter station distances are always calculated with reference to the nominated and earmarked centre line of station building of respective stations.

Instances have come to the notice of Board that some Railways are notifying the chargeable inter station distances via bye pass lines/cabin of station instead of from centre line of the station. This practice not only violates the existing procedure for notifying the chargeable inter station distances but also result into wrong charging.

Matter has been examined. It has been decided to issue a clarification in the matter as per the following so as to bring uniformity/avoid any confusion in notification of inter station chargeable distances.

- (i) For all stations, the centre of station building acts as the reference point for yard plans, inter-station distances, chargeable distances etc. The reference point shall prominently marked with an engraved vertical arrow on the external walls of the station building with the caption "CENTRE LINE OF STATION" engraved below it. The location represents a fixed reference point and shall not be altered if the station building is subsequently extended, altered or rebuilt.
- (ii) The centre line of a station acts as the single reference point for chargeable distances, to avoid ambiguity and multiplicity of distances in respect to various installation at a station. When bye-pass lines are made for operational convenience, avoiding the main stations, but joining in the same station yard, distances are not to be notified for charging through such bye pass lines.
- (iii) Even though traffic may actually move on a bypass line same should not be notified for charging of traffic in view of the well established principle that inter station distance are measured only in reference to the nominated and earmarked Centre Line of the station buildings of the adjoining stations. The basic principle followed is that chargeable distances are calculated in reference to a single point at a station, and not through multiple reference point within one station. This is an averaging principle based on rounding

off practices, for avoiding multiplicity of chargeable distances in respect of various commercial installation at one station.

Issue necessary instructions to all concerned for compliance of the above guidelines.

(This disposes off WCR's letter No.WCR/HQ/C/GC-22/Audit/110 dated 19.02.2008)



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

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

No.TC-I/2014/214/3

New Delhi, dt. 24.09.2014

General Manager
All Zonal Railways

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

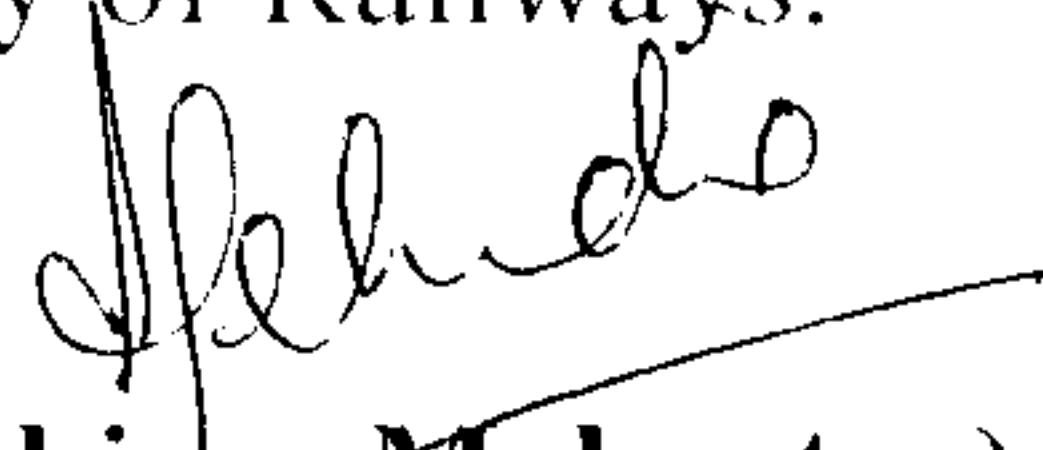
Ref: Board's letters/Circulars under reference:

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

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

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

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


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

No.TC-I/2014/214/3

New Delhi, dt. 24.09.2014

Copy to:

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

Mdmer
(M.K. Dwivedy)

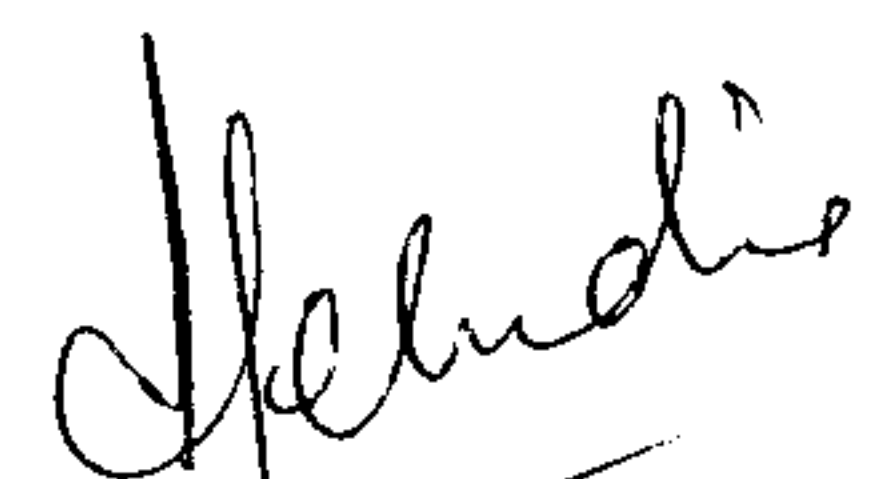
for **Financial Commissioner/Railways**

No.TC-I/2014/214/3

New Delhi, dt. 24.09.2014

Copy to:

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



(Aashima Mehrotra)

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

Copy for information:

CRB, MT, FC, Railway Board

AM(C), AM(T), AM(T&C), AM(IT), Adv(F), Adv./FM, Adv.TT/M, Adv(Infra), Adv(Safety), Adv.(Vig./T), EDTC/R, ED(PG), EDPM, ED(T&C), EDTT(S), EDTT(F), EDFC, ED(S&E), ED(Plg), ED(PPP), ED(PP), DFM, DFC, Railway Board

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

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Sphechio . *Mdusq*

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

1.0 Applicability

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

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

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

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

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

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

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

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

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

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

Mehrotra *Mdusid*

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

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

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

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

2.0 Non-applicability:

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

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

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

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

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

3.0 Calculation of Freight

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

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

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

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

Ahmedo . Mdusif

4.0 Methodology for calculation of distance

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

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

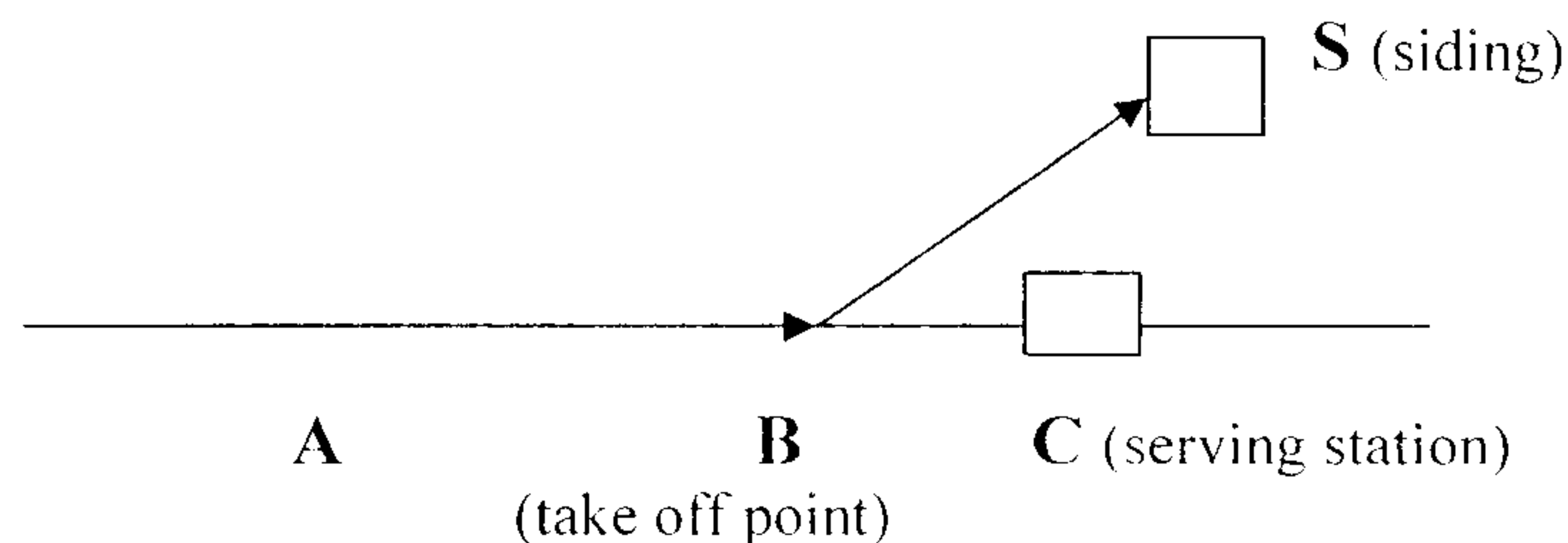
4.2 Where identifiable buffer end is not available, freight charges are to be levied upto the farthest point of the yard/siding.

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

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

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

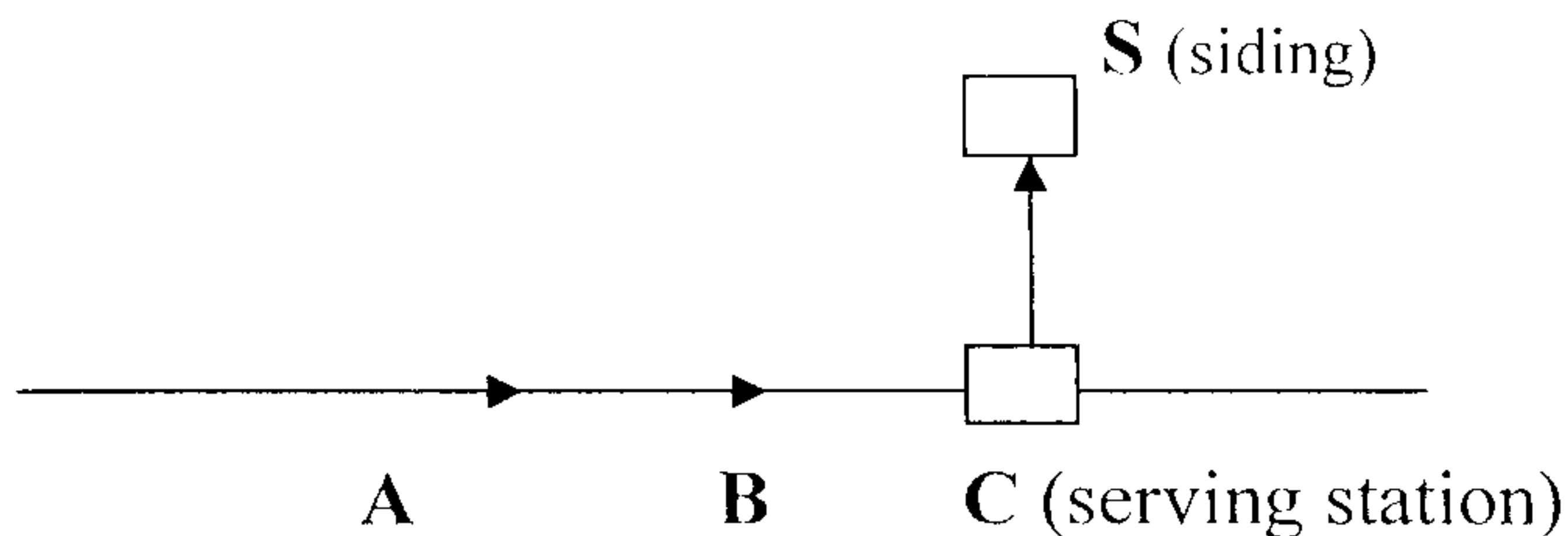
Illustration No.1



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

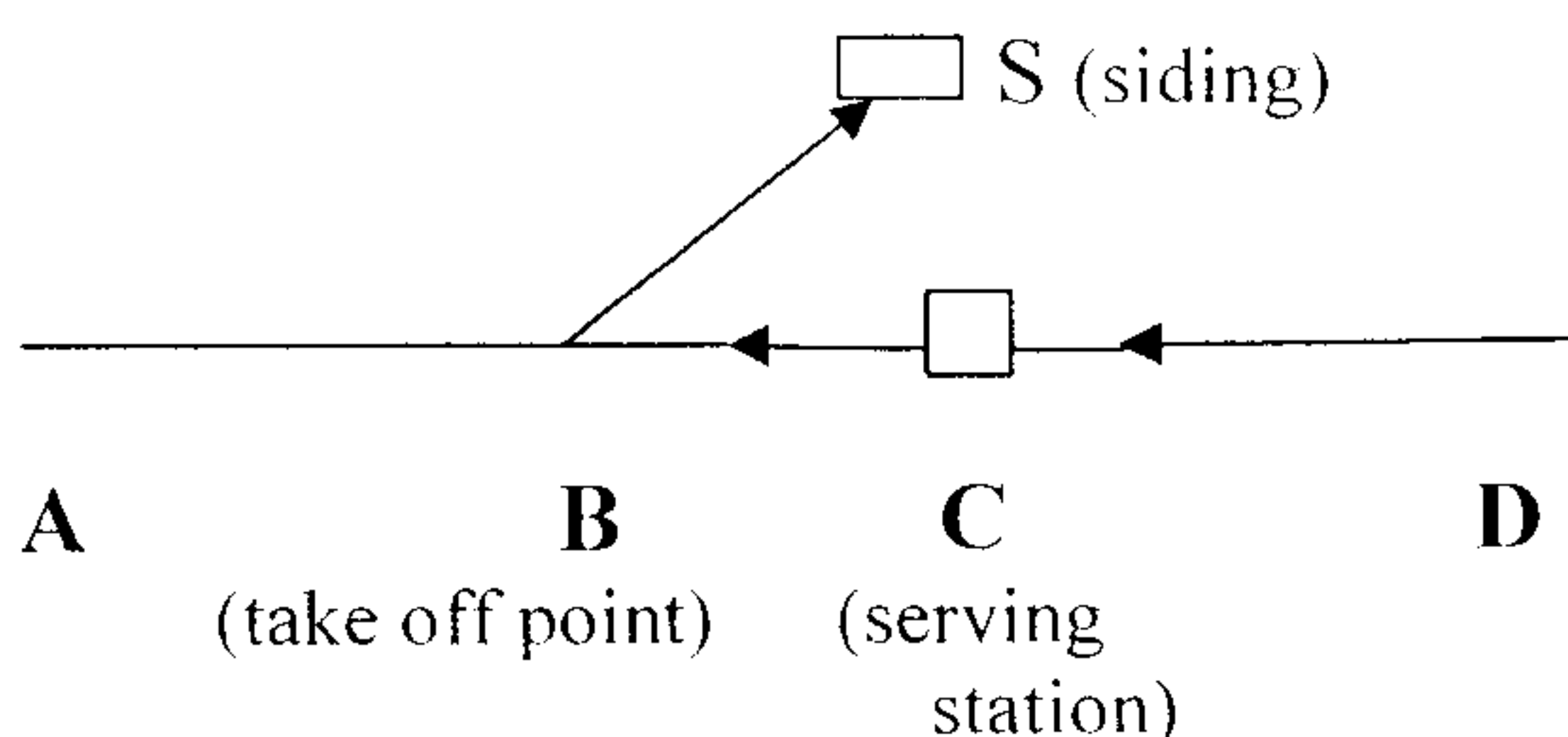
Sheludis *Mangal*

Illustration No.2



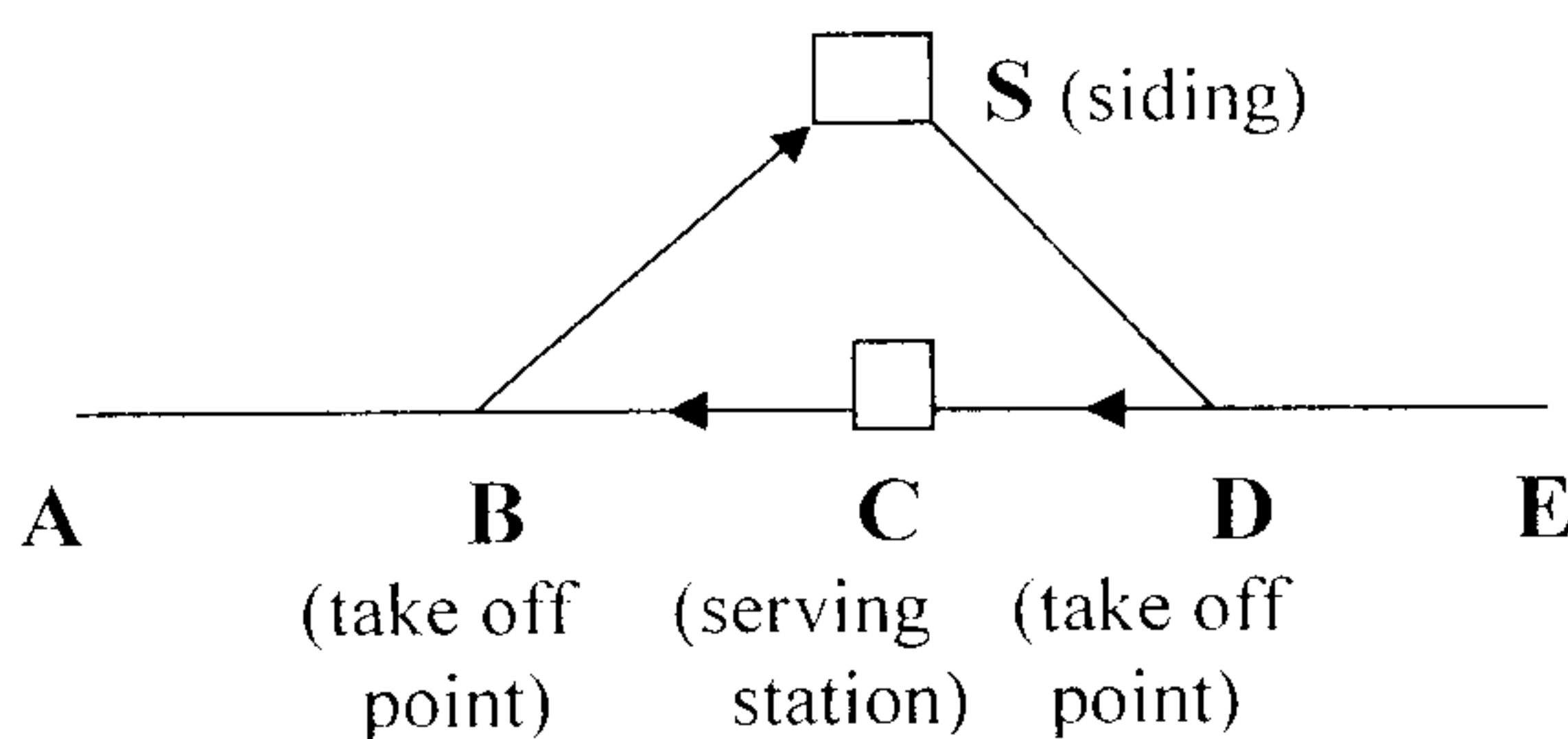
In this case, traffic coming from side A and goes to siding S via the serving station C without being dealt at C. In this case, chargeable distance will be equal to distance upto serving station plus distance from station C to siding S.

Illustration No.3



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

Illustration No.4



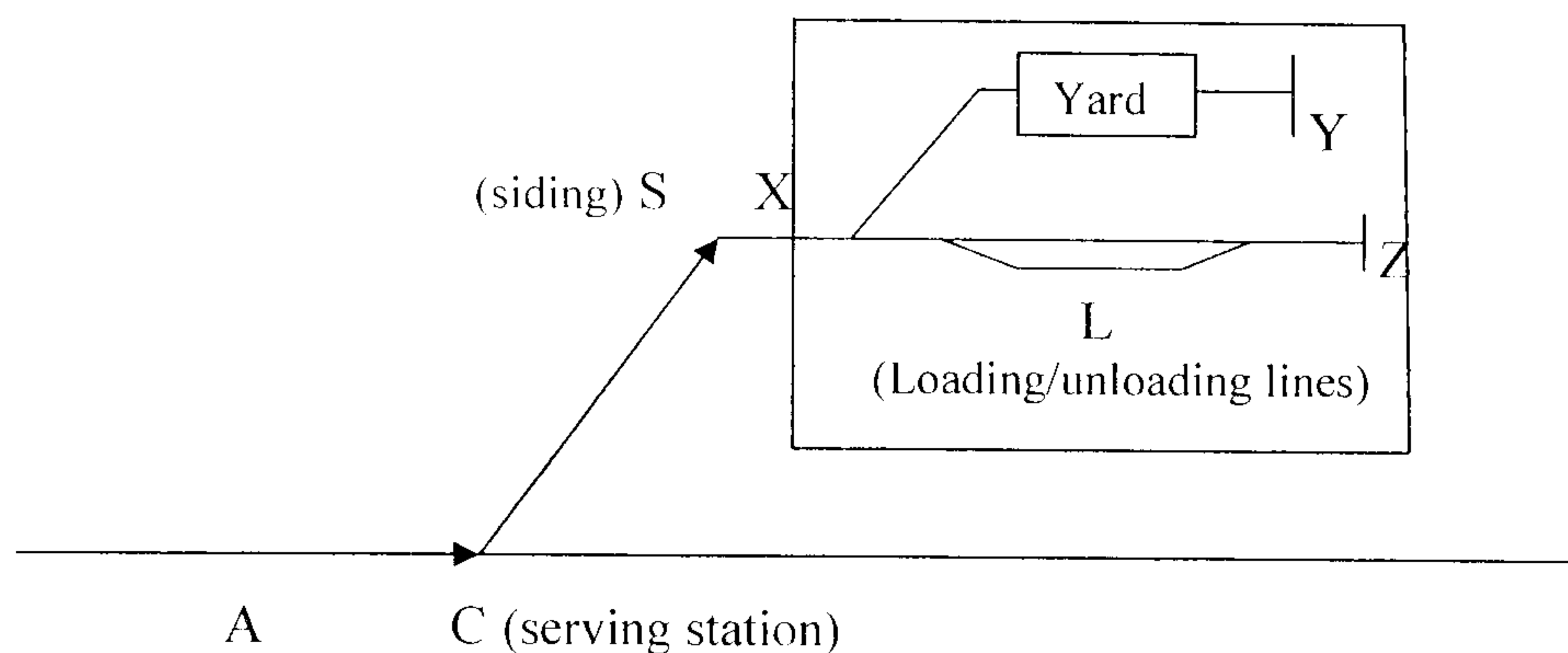
In this case, traffic is coming from station E and B & D are two take off points on both side of the serving station C. However, if due to some problem in DS route for which siding owner is responsible, the traffic goes via C and B to siding S, the chargeable distance will be equal to distance upto E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

Handwritten signatures: Fernando, Manoj

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

Illustration No.5

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



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

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

5.0 Accountal of traffic:

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

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

Handwritten signatures: J. K. ... and Manoj