



मध्य रेल

CENTRAL RAILWAY

अग्रिम दर अधिसूचना सं. 114 वर्ष 2017 (माल) ADVANCE RATE NOTIFICATION NO. 114 of 2017 (GOODS)

Sub : Clarification on benchmark fixation for "New Traffic" for STS (File No. C/RB/STS/PG/2015)

Ref : Board's letter No. TCR/1618/2016/02 dtd. 29.09.2016 (Rates Circular No. 26 of 2016) (ARN No. 105 of 2016 (Goods) dt. 30.09.2016).

Authority: Railway Board's letter No. TCR/1618/2016/STS/02 dt. 15/11/2017)

Some Zonal Railways have sought clarification regarding fixing of benchmark for granting STS rates to new traffic. In this connection, attention is drawn to the following clauses of the policy.

1. Para 1.0 of the STS guidelines state that "*in special cases Zonal Railways may frame their own guidelines to attract traffic.*"
2. The definition of **New Traffic** given in para 2.4 of the said policy guidelines is as under:
 - (i) Traffic offered to rail by a new rail user subject to crossing the benchmark NTKM for that commodity and that particular station/cluster; or
 - (ii) New commodity offered by an existing/new rail user; or
 - (iii) Commodity offered for a new O-D pair of stations/clusters by an existing rail user (subject to total NTKM of that commodity from that particular station/cluster crossing the benchmark NTKMs for that particular commodity)
3. Para 2.1 of RC 26/2016 stipulates that "*concession in freight rates under STS shall be applicable to a specific stream of traffic of a particular commodity for movement between a specific pair of originating and destination stations/points. However, Zonal Railway shall ensure that the grant of concession under STS between any O-D pair should result in the overall increase in the NTKM of that station/cluster for that commodity rather than diversion of existing traffic from the adjoining areas.*"
4. In the illustration given in para 2.5, it is already clarified that "*In other words, concession to a particular individual/commodity/stream of traffic would be granted when not only the individual benchmark NTKM for that particular individual has been crossed, but also the overall benchmark for that stream of traffic or commodity has been crossed from that particular station.*"

5. From the above clauses the following is evident :

- (a) The STS policy is commodity as well as O-D point specific. From the definition of new traffic in para 2.4 and illustration in para 2.5, it can be inferred that if a customer offers a new commodity for a station/cluster, i.e. if there was no loading of this commodity from that particular station/cluster for last 24 months, then the benchmark NTKM for this commodity from said station/cluster becomes "Zero". Thereby implying that such new traffic may start to get the benefit of STS rate from the first rake itself.
- (b) In an alternative scenario, if there is a new rail user, i.e. if he has not loaded that commodity from the said station/cluster during last 24 months, then his benchmark NTKM becomes zero, however, he may avail STS rate subsequent to crossing the particular station/cluster benchmark for that particular commodity.
- (c) The Zone must ensure Para 2.5 of the policy, which states that "it should be ensured that the NTKM/Freight earning for a commodity from a station/siding/terminal/customer after grant of concession under STS should normally increase", and also para 2.7, including the portion stating that "the spirit behind the policy is that traffic of one station should not divert to another station in order to get the benefit under the STS".

This issues in consultation with Finance Directorate of Ministry of Railways.

Staff concerned to please note and act accordingly.

(S.S. PATANGE)

/ CHIEF COMMERCIAL MANAGER (FS)

CCM's Office, CSTM

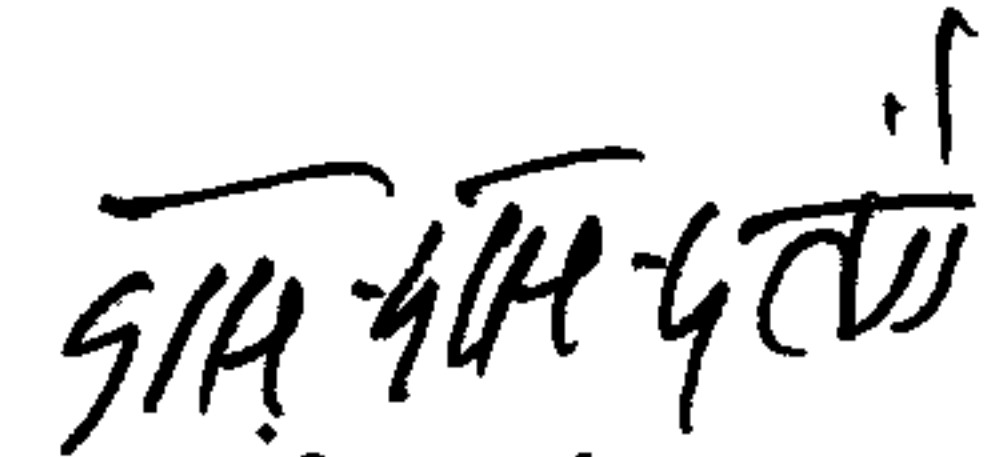
Date: 20/11/2016

No: C/RB/STS/PG/2015

प्रतिलिपि सूचनार्थ एवं संबंधितों को आवश्यक कार्रवाई हेतू प्रेषित।

Sr. No	Name of Officer	Station.
1.	वरिष्ठ मंडल वाणिज्य प्रबंधक	मुंबई, भुसावल, नागपुर, सोलापुर, पुणे
2.	मुख्य परिचालन प्रबंधक	मुंबई छ.शि.ट.
3.	मुख्य परिवहन योजना प्रबंधक	मुंबई छ.शि.ट.
4.	मुख्य माल यातायात प्रबंधक	मुंबई छ.शि.ट.
5.	मुख्य वाणिज्य प्रबंधक (यात्री सेवा)	मुंबई छ.शि.ट.
6.	अतिरिक्त महाप्रबंधक	मुंबई छ.शि.ट.
7.	मुख्य वाणिज्य प्रबंधक (यात्री विपणन)	मुंबई छ.शि.ट.
8.	मुख्य लेखा अधिकारी एवं वित्त सलाहकार	मुंबई छ.शि.ट.
9.	मुख्य दावा अधिकारी	मुंबई छ.शि.ट.
10.	वरिष्ठ सिस्टीम मेनेजर (टी) ई.डी.पी.	मुंबई
11.	एस टी एम/एफ ओ आय एस	मुंबई छ.शि.ट.
12.	सी.ए.ओ. (एफ.ओ.आय.एस.)	चाणक्यपुरी, नई दिल्ली
13.	वरिष्ठ मंडल परिचालन प्रबंधक	मुंबई, भुसावल, नागपुर, सोलापुर, पुणे
14.	उप मु.वा.प्र. (एफ ओ आय एस)	मुंबई छ.शि.ट.

15.	प्रबंधक मुंबई पोर्ट ट्रस्ट रेल्वे	मुंबई
16.	प्राचार्य, क्षेत्रीय प्रशिक्षण संस्थान	भुसावल
17.	प्रधान निदेशक, लेखा परीक्षा	मुंबई छ.शि.ट.
18.	सहायक सतर्कता अधिकारी (सामान्य)	मुंबई छ.शि.ट.
19.	सहायक वाणिज्य प्रबंधक (धनवापसी)	मुंबई छ.शि.ट.
20.	सहायक वित्त सलाहाकार (यातायात) माल	मुंबई छ.शि.ट.
21.	सहायक वित्त सलाहाकार (यातायात) निरीक्षण	मुंबई छ.शि.ट.
22.	कार्यप्रभारी, सुविधा केंद्र	मु.वा.प्र. का कार्यालय, मध्य रेल, मुं.छ.शि.ट.
23.	कार्यालय अधीक्षक	रेटींग रूटींग/सायडिंग/सीआरडी/आरटी रेट/आर. बी.
24.	मु.वा. निरीक्षक	मुंबई छ.शि.ट. अंडावाइस छपाई हेतु
25.	कंटेनर कॉर्पोरेशन ऑफ इंडिया	मुंबई छ.शि.ट.
26.	निर्देशक रेल संचलन	ईस्टर्न रेल हाऊस कोलकत्ता


 कृते मुख्य वाणिज्य प्रबंधक (मालभाड़ा सेवा)