

FREIGHT MARKETING CIRCULAR NO. 28 of 2005

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

14TH SEPTEMBER 2005

NO. 2005/TC(FM)/11/4

Chief Commercial Managers
Chief Operations Managers

- | | |
|---------------------------------------|---------------------------------------|
| 1. Central Railway, Mumbai (CSTM). | 2. Eastern Railway, Kolkata. |
| 3. East Central Railway, Hazipur. | 4. East Coast Railway, Bhubaneswar |
| 5. Northern Railway, New Delhi. | 6. North Central Rly., Allahabad. |
| 7. North Eastern Railway, Gorakhpur. | 8. Northeast Frontier Rly., Maligaon, |
| 9. North Western Railway, Jaipur. | 10. Southern Railway, Chennai. |
| 11. South Central Rly., Secunderabad. | 12. South Eastern Railway, Kolkata. |
| 13. South East Central Rly, Bilaspur. | 14. South Western Railway/Hubli. |
| 15. Western Railway, Mumbai, | 16. West Central Rly., Jabalpur. |

Sub. : Priority Schedule for allotment of VPs.

Ref. : Northern Railway's letter no. 46-T/O/Parcel (policy) dated 18.8.05

Following clarifications are issued to queries raised by Northern Railway.

1. Allotment of Parcel Vans on ODR days will be done by Zonal Railways as per ODR only for categories 5 to 8 of the priority schedule.
2. Clearance of Parcel Vans are permitted from intermediate stations having stoppage of 10" or more. In case direct train to destination station is not available, one change of train is permitted within the jurisdiction of the loading railway. In case there is no direct train to the destination station, then VP can only be booked to the terminal station of the train going in that direction. Regarding condition of availability of shunting facility, Zonal Railways can consider each case on merit based on operational feasibility.

3. In case two stations have accepted Perishable commodity indent for the same train and for the same date, the indent for longer distance would get preference.
4. Block rake of VPs is only for operational convenience of clubbing of indents and their clearance. Commercially no rake benefit is given for block rake of VPs. For the purpose of clubbing and clearance, the definition of a rake should be taken as minimum 18 VPs.
5. Priority of such clubbed indents which are cleared as a block rake would supersede piecemeal indents.
6. Priority of demands for VPs should be maintained station wise for purpose of backloading of released VPs. However, if empty VPs are to be supplied then divisional priority will be taken into consideration.
7. Zonal railway should ensure allotment of Parcel Van in case of round trip VP even if the same is not received back from the other railway. Since leased VP has higher priority as compared to train service VP, the same should be provided first.
8. Within leased VPs, priority should be given for long term leased round trip VPs over day to day lease. Within long term leased VPs priority should be given to those leased by foreign railways.
9. Zonal railways will institutionalize a system for registration of demands for shortages in train service and leased VPs. This may be done by the CPS in the same fashion as he registers indents for outward parcels.
10. Clubbing of indents for two point combinations can also be done with the prior permission of Railway Board.
11. In note I(a) of policy letter no. 2002/Chg. II/23/9/Policy dated 5.7.05, "Indents for clearance by Mail/Expresses" should be read as "Indents for clearance by Mail/Expresses and Passenger trains".

This disposes off NR's above mentioned letter.

(INDRA GHOSH)

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