

## **GUIDELINES FOR ALLOTMENT AND ROTATIONAL POLICY FOR SUPPLY OF RAKES FOR BANGLADESH TRAFFIC**

For movement to Bangladesh from ER, different policy decisions have been formulated time to time and many decisions have been taken in the interest of Railways for increase in loading from ER. A comprehensive guideline combining all the earlier policies and decisions has been enumerated in this order.

Since the dynamics of all the commodities is different and also the quota allotted by Railway Board is changing month to month, the guidelines for allotment of different commodities will be different. Guidelines for different commodities are as follows:

### **1. COMMODITY WISE GUIDELINES**

#### **1.1. STONE (EXCLUDING OUT OF TURN QUOTA GIVEN BY RAILWAY BOARD)**

1.1.1. Rotational policy is being followed in the case of stone for all destinations separately.

1.1.2. Since maximum numbers of indents in stone are in Maida and Howrah division and also since MLDT and HWH divisions are the major stone loading divisions traditionally, the maximum quota is being given to these divisions. As per the position of the indents and the goods shed availability for loading, Asansol division is also given allotment for stone. The decision in this respect is being taken by ER HQ.

1.1.3. The allotment is being rotated in Howrah and Malda division by ER HQ alternatively to the extent possible.

1.1.4. Within division, rotations of loading points are being maintained by the division and are rotated from point to point in cyclic manner.

1.1.5. Due to the operational problem or some force majeure condition or to increase loading on some day, the turn of any loading division or loading point might be bypassed but it had been adjusted as early as possible.

1.1.6. The policy of minimum 7 days old indent has been suspended since 2019 and will remain suspended till further orders.

1.1.7. The new loading points, if opened are included in the rotation cycle by division as per the operational requirement.

1.1.8. Any new interchange point if started with Bangladesh then the rotation cycle of the new point will remain same as other existing points but starting of the cycle will be decided by the division as per the operational constraints and loading requirements.

1.1.9. ODR of Boulder rakes will be kept separately and rotation policy for these will be same as listed in point 1.1.1 to 1.1.8.

1.1.10. The current system as enumerated above in point 1.1.1 to 1.1.9 will be followed henceforth also.

## **1. 2 STONE (OUT OF TURN QUOTA GIVEN BY RAILWAY BOARD)**

1.2.1. Special quota for indents for entities/organization approved by Railway Board for out of turn priority is to be kept out of purview of divisional rotation for allotment of Stone rakes.

1.2.2. Special quota for indents for entities/organization approved by Railway Board for out of turn priority is to be kept out of purview of rotational cycle of good shed/sidings in a division for allotment of stone rakes.

1.2.3. Allotment is to be decided as per list/priority list given by the approved entities every month in number of rakes.

1.2.4. If Railway Board allots any further special quota for Stone loading to Bangladesh for any new organization, same policy as proposed above to be followed.

## **1.3 FOOD GRAIN**

1.3.1. Food grains include rice, wheat, maize and food grain.

1.3.2. ODR of each type of these commodities will be kept separately.

1.3.3. Allotment of these commodities is being done on the basis of ODR in the Zone to the extent possible.

1.3.4. Allotment of these commodities is being done by ER HQ as per point 1.1.3.

1.3.5. In case of operational constraint, the allotment is being given to ODR of some other division. But station ODR is always followed.

1.3.6. There are some goods sheds where the inward pipeline is normally heavy. Therefore, allotment of BDR loading from these terminals may hinder the inward release. Therefore, the allotment of these commodities for these terminals is by-passed if the inward pipeline is heavy. The allotment in these terminals is adjusted on future dates as per availability of quota and inward pipeline position.

1.3.7. Some goods sheds load for other domestic destinations also. For these goods sheds, turn may be skipped for increase in loading of ER but they will be adjusted as early as possible as per the availability of quota and operational constraints.

1.3.8. The policy enumerated in point 1.3.1 to 1.3.7 will be followed henceforth.

## **1.4 FLY ASH**

1.4.1 Allotment for Fly Ash loading for Bangladesh destinations shall be done on rotational basis instead of Zonal ODR basis from Fly ash loading points over Eastern Railway. The rotational sequence for such loading for Darsana (DSN) and Rohanpur (RIP) shall be in the pattern from loading points 'PSPM – NTKS – SURI - MMT'. If any new destination in Bangladesh is added in future apart from DSN & RIP, the same cyclic pattern shall be followed. Further, if indent for 'Fly Ash' is registered in any new loading point over Eastern Railway, the same will be added after end of the above cycle

## **1.5 CONTAINER AND PARCEL**

1.5.1 Loading of container is being done by CONCOR only from two terminals of CTKR and CTDI. The allotment will be given as per the requirement of CONCOR. For Parcel, the allotment will be given as per the ODR and operational flexibility.

## **2. GENERAL GUIDELINES**

- 2.1. Division will maintain the ODR and rotation cycle except out of turn quota stone rakes.
- 2.2 Division will maintain a separate ODR list for out of turn quota stone rakes.
- 2.3 Restrictions imposed by Railway Board time to time will be followed.
- 2.4 The commodity wise guidelines will be followed to the extent possible keeping in view the different operational constraints and maximization of loading of ER.

This issues with the approval of Competent Authority.

**SIDINGS / GOODS SHED WISE ROTATIONAL SEQUENCE FOR ALLOTMENT OF STONE RAKES FOR BANGLADESH**

**A. This is to declare that the sequence of allotment of stone traffic to Bangladesh is being rotated within the divisions i.e. HWH, MLDT & ASN by Eastern Railway HQ alternatively to the extent possible.**

**B. Divisions maintain following rotational sequence of allotment of stone rakes for Bangladesh among their loading points in cyclic manner:**

Division	Commodity	Destination	Rotational Sequence of Allotment	Remarks
<b>HWH</b>	Stone Chips in BCN	<b>DSN</b>	HRNS, PKRW, PKRX, TKSS, PKRZ, RSCS, KSIK, PRGR, RJPS, PKRY, CTR.	*The new loading points, if opened, are included in the rotation cycle by division as per the operational requirement.
		<b>BEN</b>	CTR, PKRY, PKRW, PKRZ, RSCS, RJPS, PKRX, HRNS, PRGR, TKSS, KSIK.	
		<b>RIP</b>	CTR, TKSS, KSIK, HRNS, RSCS, RJPS, PKRW, PKRZ, PRGR, PKRX, PKRY.	
		<b>BLE</b>	CTR, PKRZ, RSCS, PKRY, PKRW, RJPS, KSIK, PKRX, TKSS, PRGR, HRNS.	
		<b>CHLT</b>	PKRX, PKRW, CTR, TKSS, PKRY, HRNS, PRGR, KSIK, RJPS, PKRZ.	
	Stone Boulders in BOXN	<b>DSN</b>	HRNS, CTR, RSCS, RJPS, PRGR, PKRW, PKRX, KSIK, PKRZ, PKRY, TKSS.	
		<b>RIP</b>	CTR, HRNS, TKSS, PRGR, PKRW, PKRX, PKRY, RSCS, PKRZ, KSIK.	
		<b>BLE</b>	CTR, HRNS, RJPS, PRGR, RSCS, PKRW, PKRX, KSIK, PKRZ, PKRY, TKSS.	
<b>CHLT</b>		CTR, PKRX, PKRW, HRNS, PRGR, RJPS, RSCS, PKRY, PKRZ, TKSS.		
<b>MLDT</b>	Stone Chips in BCN	<b>RIP/DSN/BEN/BLE</b>	BPSH, BKLE, BKGS, BKIR, BKMT, TPH, TJPS, MSQS, SLJ, SLJG, SBG, SBGG, MZC, PCLS, RJL, SSGS, QSBK, PQLB, NPBW & BLPS	
		<b>CHLT</b>	BKLE, BKGS, BKIR, BKMT, TPH, TJPS, MSQS, SLJ, SLJG, SBG, SBGG, MZC, PCLS, RJL, SSGS, QSBK, BPSH, PQLB, NPBW & BLPS.	
	Stone Boulders in BOXN	<b>DSN</b>	BPSH, BKGS, BKMT, BKIR, TJPS, MSQS, QSBK, SSGS, RJL, SBG, SLJG, PQLB, NPBW & BLPS.	
		<b>BLE</b>	BPSH, BKGS, BKIR, BKMT, TJPS, MSQS, RJL, QSBK, SLJG, PQLB, NPBW & BLPS	
		<b>BEN/CHLT</b>	BPSH, BKGS, BKIR, BKMT, TJPS, MSQS, SLJG, SBG, RJL, SSGS, QSBK, PQLB, NPBW & BLPS.	
<b>ASN</b>	Stone Chips in BCN	<b>DSN/RIP/BEN/BLE</b>	DUMK, GSDD, SURI, CTDI	
	Stone Boulders in BOXN	<b>DSN/RIP/BLE</b>	SURI, BCQ, CTDI, MUW, VDS	