

SPEED-POST.

R-11

GO-F-1

DT:-01-12-2013

P.I.O. Attach to-
Member Traffic
Railway Board, Rail Bhawan
New Delhi.

Sir,

We are in the business of forwarding Agents of Railways and booked consignment on the leased VPUs. We are equally interested that our principals organizations i.e. railways increased its revenue through legitimate and reasonable means and norms and in a rational and reasonable ways by stream-lining its operations.

At present the railways through its Delhi Division are not giving NOC for tender and leased VPUs originating trains at Delhi, New Delhi and Nizamuddin, for trains terminating through its Delhi Division on leased VPUs. This has resulted in fall in freight revenues on this Division which is reproduced below for your information.

<u>Period</u>	<u>Revenue (freight) in Delhi Division.</u>
01-04-2008 to 31-03-2009	57,41,71,347/-
01-04-2009 to 31-03-2010	68,41,08,971/-
01-04-2010 to 31-03-2011	64,70,06,093/-
01-04-2011 to 31-03-2012	55,40,78,457/-
01-04-2012 to 30-09-2012	18,57,40,756/-

Copy of earning on one side only which shows 50 crores loss for Delhi Division and 100 crores for both side freight losses is enclosed for ready reference.

Whereas the NOC are granted on terminating originating trains only. The 'modus operandi' in the same for leased VPUs and indent VPUs as they are:-

1. Loading is done at the yards.
2. They are weighted at railways weigh-bridges.
3. They are taken through central line at platforms and put as the last vehicles of the particular behind the guard's cabins.
4. The times taken on the central line by pilot engine are the same in case of leased VPUs and indent VPUs.
5. Shunting is the same in both the cases.


Its may be mentioned that due to this bad planning of Delhi Division, the freight on these VPUs are constantly falling and it should be cause of serious investigations as the railways are a national enterprises and any decrease in its earning through leased and indent VPUs is a national loss. The root-cause is that Delhi Division does not give NOC for originating trains/ terminating trains on its prime stations. It is imperative that if Delhi Division is asked to give NOC for trains terminating and originating its prime-stations viz; Delhi ,New Delhi, & NZM then it will boost up the earning on freight traffic particularly when the 'modus oprandi' is the same for both leased and indent VPUs. It will push up the freight earnings without putting any burden on operations of railways as the cost of operations is the same in both the cases.

We are sure that this consideration is under investigation by your traffic commercial department under your able guidance. If so, then please let us know under RTI Act 2005 that:-

1. If such a proposal is under your consideration or not?
2. In case it is under your consideration, then a copy of such circular to Delhi Division to this effect.
3. Whether you are considering it henceforth for NOC given by Delhi Division on terminating / originating trains on VPUs and on which trains.

We enclose one IPO No. *13F.....822.148..* dated *6-11-2013.....* issued by *SAT.NAGAR.....* Post office for Rs.10/- as an Application fee as provided in the Act. Please ensure to reply it within 30 days as stipulated in the Act.

Thanking you,


Kishan Kumar Kukreja
3A/57, W.E.A. Sat Nagar
Karol Bagh, New Delhi-05.