

41**STANDING COMMITTEE ON
CHEMICALS & FERTILIZERS
(2017-18)****SIXTEENTH LOK SABHA**

MINISTRY OF CHEMICALS AND FERTILIZERS
(DEPARTMENT OF FERTILIZERS)

FREIGHT SUBSIDY POLICY**FORTY FIRST REPORT**

LOK SABHA SECRETARIAT

NEW DELHI

DECEMBER, 2017/ AGRAHAYANA, 1939 (Saka)

CC&F.No.41

FORTY FIRST REPORT

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CHEMICALS AND FERTILIZERS
(2017-18)**

(SIXTEENTH LOK SABHA)

**MINISTRY OF CHEMICALS AND FERTILIZERS
(DEPARTMENT OF FERTILIZERS)**

FREIGHT SUBSIDY POLICY

Presented to Lok Sabha on 21 December 2017

Laid in Rajya Sabha on 21 December 2017

**LOK SABHA SECRETARIAT
NEW DELHI**

December, 2017/ Agrahayana, 1939 (Saka)

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COMPOSITION OF THE STANDING COMMITTEE ON CHEMICALS & FERTILIZERS (2017-18)

Shri Anandrao Adsul - Chairperson

MEMBERS

LOK SABHA

2. Shri George Baker
3. Smt. Anju Bala
4. Shri B.N. Chandrappa
5. Shri Pankaj Chaudhary
6. Shri Sankar Prasad Datta
7. Dr. Ratna De Nag
8. Smt. Veena Devi
9. Shri R.Dhruvanarayana
10. Shri Innocent
11. Prof. A Seetaram Naik #
12. Shri K. Ashok Kumar
13. Shri Chhedi Paswan
14. Smt. Kamla Devi Patle
15. Shri Rajendran S.
16. Dr. Kulamani Samal
17. Dr. Uma Saren
18. Dr. Krishna Pratap Singh
19. Shri Kirti Vardhan Singh
20. Smt. Rekha Arun Verma
21. Vacant

RAJYA SABHA

22. Shri Biswajit Daimary
23. Shri Prem Chand Gupta
24. Shri B.K. Hariprasad
25. Dr. Bhushan Lal Jangde
26. Shri Ranvijay Singh Judev
27. Shri Sanjay Dattatraya Kakade
28. Shri K. Parasaran
29. Dr. Sanjay Sinh
30. Shri Abdul Wahab
31. Vacant

SECRETARIAT

- | | |
|------------------------------|------------------|
| 1. Shri Vinod Kumar Tripathi | Joint Secretary |
| 2. Shri A. K. Srivastava | Director |
| 3. Shri U. C. Bharadwaj | Deputy Secretary |

Prof. A. Seetaram Naik MP, (LS) has been nominated as a Member of the Committee on Chemicals and Fertilizers w.e.f. 3.11.2017 vice Shri Kotha Prabhakar Reddy MP, (LS) who ceased to be a Member of the Committee on Chemicals and Fertilizers w.e.f. 3.11.2017

(iv)

INTRODUCTION

I, the Chairperson, Standing Committee on Chemicals and Fertilizers (2017-18)

having been authorised by the Committee to submit the Report on their behalf, present this Forty one Report on the subject 'Freight subsidy Policy' ' of the Ministry of Chemicals and Fertilizers (Department of Fertilizers).

2. The subject 'Freight subsidy Policy' was taken up by the Committee on Chemicals and Fertilizers (2017-18) for examination and report. The Committee took oral evidence of the representatives of Department of Fertilizers (Ministry of Chemicals and Fertilizers) on the subject at their sitting held on 25.10.2017.

3. The Report was considered and adopted by the Committee at their sitting held on 19th December, 2017.

4. The Committee wish to express their thanks to the officers of the Ministry of Chemicals and Fertilizers (Department of Fertilizers) for furnishing the written replies and other material/ information and for placing their views on the subject before the Committee.

5. The Committee also place on record their appreciation for the valuable assistance rendered to them by the officials of the Lok Sabha Secretariat attached to the Committee.

6. For facility of reference and convenience, the observations / recommendations of the Committee have been printed in bold letters at the end of the Report.

New Delhi;
19 December, 2017
28 Agrahayana, 1939 (Saka)

Anandrao Adsul
Chairperson
Standing Committee on
Chemicals and Fertilizers

CHAPTER-I

Freight Policy - An Introduction

Freight Subsidy to fertilizers manufacturers is provided by the Government with the objective of ensuring **timely and easy availability** of fertilizers (urea) in all parts of the country, especially distant/remote corners.

1.2 Agencies to transport fertilizers are being appointed by the Urea manufacturers. Following are the different modes and ways of transportation of fertilizers from plant to farmers:

(a) By **Railway**, (b) By **Road**, (c) **Coastal shipping**, (d) **Inland Water** transportation including road bridging upto final destination.

1.3 Prior to Uniform Freight Policy effective from 1st April, 2008, Equated Freight Policy was applicable wherein equated freight was worked out for the urea quantity under ECA allocation on the basis of average normative lead and rail-road mix for each unit during the previous three years. The freight subsidy for each fertilizer was different and mostly with a fixed freight element.

1.4 As per the version of the Ministry of Chemicals and Fertilizers (Department of Fertilizers), for **indigenous urea**, a separate freight subsidy was released to indigenous urea units, under the New Pricing Scheme (NPS) Stage III. Railway freight was paid on actual and the road freight on the basis of actual leads up to the district level (primary godowns) and a normative per KM rate. Beyond the primary godowns, the secondary freight was paid on the basis of average leads and normative per KM rate, which implies that actual freight was paid up to the district level and a normative freight beyond that point to the block.

1.5 Inland freight was for imported urea paid to the handling agents based on a freight table fixed for different port (freight per tonne from various ports fixed State-wise) which was notified at the time of annual tender for appointing the handling and distribution agents. Any increase in railway tariff during the year was also reimbursed.

1.6 In respect of **indigenous** P&K fertilizers (DAP & Complex Fertilizers) under the concession scheme valid upto March 2008, the normative delivered costs of indigenous DAP and complex fertilizers comprised of “raw material cost” and “other costs”, the latter including among others, inland freight. Inland freight was fixed at Rs.1295 per MT for Group-I manufacturers of DAP; RS.900 PER MT for Group-II manufacturers of DAP and Rs.535 per MT for complex fertilizers from April 2007 onwards. **The Tariff Commission (TC)** conducted a fresh study based on the cost data for 2005-06 and recommended an average inland freight of Rs. 791 per MT for all Complex fertilizers including DAP. Further, TC recommended updating of freight based on WPI of all commodities from 2006-07 onwards. The concession scheme on **Single Super Phosphate (SSP)**, was in force from 1st May, 2008, provides for an inland freight of Rs.800 per MT.

1.7 In case of Imported DAP and MOP under the Concession Scheme valid up to March 2008, the normative delivered cost of Imported DAP was computed by adding Rs.1808 as “other costs” which includes Rs.844 per MT for inland freight towards transportation of DAP from port to the selling points. Similarly, the normative delivered price of MOP was arrived at by adding Rs.1474 per MT as “other costs”, including Rs.648 towards inland freight. The TC, in its study mentioned above, has recommended an average inland freight of Rs.988 per MT for Imported DAP and Rs.543 per MT for Imported MOP.

1.8 Thus, prior to Uniform Freight Subsidy (UFS) Different freight policies for different Fertilizers viz. (indigenous Urea, Imported Urea, Indigenous P&K Fertilizers (Complex Fertilizers) & Imported DAP and MOP etc.) were practiced.

1.9 The freight subsidy for distribution/movement of subsidized **P&K fertilizers** (except SSP) under the NBS Policy w.e.f. 1.4.2010 to 31.12.2010 was restricted to the rail freight, whereas the secondary freight (from rake point to districts) was assumed to be part of the fixed subsidy. Freight reimbursement on account of direct road movement was made payable as per the actual claim subject to the equivalent rail freight upto a maximum of 500 Kms.

Freight Policy with respect to P&K Fertilizers

- The Uniform Freight Policy was also applied for the P&K fertilizers upto 31.03.2010.
- After the implementation of NBS Scheme w.e.f. 01.04.12, UFS ceased to apply on NBS Scheme.
Present Freight Policy w.r.t. P&K Fertilizers
- Freight on Primary Movement of all P&K fertilizers on the basis of actual rail freight.
- No freight is payable on Secondary Movement.
- For direct road movement (by road from Plant/Port to blocks) as per actual claims subject to the equivalent rail freight upto 500 KMs for all P&K.
- Special compensation on secondary movement in difficult areas namely Himachal Pradesh, Uttarakhand, Sikkim, J&K, 7 North Eastern States and Andaman & Nicobar islands.
- Primary movement will refer to movement of subsidised fertilisers by rail and/or coastal shipping/inland water transportation including road bridging upto final destination or by any or two or by all three modes of transportation from the plant or port to various rake points of districts w.e.f. 13.10.2016.
- No Freight (Primary or Secondary) is paid to SSP manufacturers.

1.10 W.e.f. 1.1.2011 to 31.3.2012, freight on account of **Primary Movement** (by rail from the plant or the port to various rake points) and **Secondary Movement** (by road from nearest rake points to the block headquarters in the Districts) of all P&K fertilizers (except SSP) was reimbursed as per the Uniform Freight Subsidy policy applicable to urea during the period. Freight subsidy for **Direct Road Movement** (by road from plant or port to blocks) of all P&K fertilizers (except SSP) was reimbursed as per actual claim subject to the equivalent rail freight upto a maximum of 500 Kms. The rates for reimbursement of freight for direct road movement from 1.4.2010 to 31.3.2012 were as under:

Movement(K.M.)	Rates Rs. per MT
Upto 100	108
101-200	183
201-300	256
301-400	327
401-500	400

1.11 W.e.f. 1.4.2012, freight subsidy for P&K fertilizers is as under:

- (i) Freight on account of **Primary Movement** of all P&K fertilizers (except SSP) is reimbursed on the basis of actual rail freight, as per the railway receipts.
- (ii) No reimbursement on account of **Secondary Movement** of all P&K fertilizers (including SSP), is provided.
- (iii) Freight subsidy for Direct Road Movement of all P&K fertilizes (excluding SSP) is reimbursed as per the actual claims subject to equivalent rail freight to be announced by DOF from time to time. However, the maximum allowable distance under the direct road movement shall be 500 KMs.
- (iv) **Special compensation** on account of Secondary movement for all P&K fertilizers (except SSP) is provided for difficult areas namely Himachal Pradesh, Uttarakhand, Sikkim, J&K, 7 North Eastern states and A&N Islands

1.12 Justifying the need to switch over to Uniform Freight Subsidy (UFS), the Ministry of Chemicals and Fertilizers (Department of Fertilizers) submitted in a note as under:-

"Under the policies before Uniform Freight Subsidy (UFS), the freight subsidy for each fertilizer was different and was mostly with a fixed freight element. Resultantly, the manufacturers and importers were tending to sell fertilizers in areas close to their production/import facilities to keep their freight expenditure within the fixed freight available. Besides, the rising transportation costs further limited their ability to send fertilizers to distant/remote corners of the country. This was resulting in temporary shortage in availability of fertilizers especially in remote pockets of the country. To sort out aforesaid problems, it was felt that a Uniform Freight subsidy may be introduced with the objective of ensuring Fertilizer availability at affordable prices to farmers. Therefore, A CCEA note dated 09th June, 2008 was submitted before CCEA to introduce Uniform Freight Policy. With the approval of CCEA, UFS-2008 was notified on 17th July, 2008."

1.13 While appearing before the Committee, the Secretary (Department of Fertilizers), emphasized the need for a **uniform subsidy regime** as under:-

"The objective of this freight policy was modified in 2008-09 and a new freight subsidy regime was brought. It was driven by the objective that there should not be any problem in the availability of fertilizers. So, this was one of the steps that were taken. This is not the only step that has been taken. There have been several steps taken in order to address the problem, which has occurred from time to time right up to 2013-14 and may be even in 2015 there have been some isolated problems. But, this problem has largely been addressed."

CHAPTER II

Uniform Freight Subsidy (UFS)

I Objectives and Salient features of UFS

Fertilizer subsidy is provided by the Government with the objective of ensuring timely availability of fertilizers to farmers at affordable prices. The aforesaid twin objectives stand fulfilled only if the fertilizers are easily available, especially during the peak demand period, in all parts of the country. Freight for urea has been always driven by considerations of serving the farming population at large including those in remote and hilly areas. Being essential commodity, efficient distribution of urea can add to the efficiency of the manufacturing unit. Department of Fertilizers had notified the UFS policy on 17th July, 2008, the salient features of which are as follows:

- (i) The rail freight expenditure for transportation of fertilizers will be paid as per the actual expenditure based on actual lead.
- (ii) The road freight towards transportation of fertilizers from nearest railway rake point to block, or from manufacturing unit/port directly by road to block, consists of two elements-Lead distance and per KM rate. This element of subsidy is to be paid, as below:
 - a. The lead distance for each block in the district will be based on average district lead (average of leads from nearest rail/rake port to block headquarter)
 - b. The per KM road freight will be paid on the basis of average of existing per KM rate for each state in the country, being adopted by FICC for reimbursement of freight subsidy for indigenous urea under NPS-III.
- (iii) The normative per KM rate will be annually escalated/de-escalated based on a composite road transport index (weighted average of the WPIs of HSD Oil, Motor tyres, Truck chassis and all commodities) as being done under NPS-III.
- (iv) The manufacturing units (especially the SSP units) not having railway siding facilities will also be reimbursed the road transportation costs from their unit to the nearest rake point based on actual leads and the per tonne per KM rate, as computed in paras above.
- (v) The freight subsidy will be paid on actual movement of fertilizers up to the block level based on monthly district –wise /block movement plans. The subsidy will be released only after the fertilizers reach the district/block as per the monthly plan.
- (vi) The special freight re-imbursement scheme for J&K and North Eastern states stands withdrawn as the freight will be now based on actual leads.

2.2 Based on the recommendations of Tariff Commission, the Government had issued a notification on 1st September, 2011 notifying the district wise revised road transportation rates for urea dispatches by all the units with effect from 1st April, 2008. These rates have been escalated on the basis of the composite road transport index for the years 2010-11 and 2011-12 on

18th March, 2014 and for the years 2012-13 and 2013-14 on 18th September, 2014.

The slab-wise rates in respect of primary road movement for the year 2008-09 and escalated/de-escalated upto financial year 2014-15, has also been notified vide Department of Fertilizer's notification dated 17th June, 2016.

II Components

2.3 Uniform Freight Subsidy has two components

- (i) Primary Movement
- (ii) Secondary Movement

A Primary Movement

- (i) Direct by Rail: Freight paid as per actual rail expenditure

(a) Rail freight for the movement from plant/port to the rake point is paid as per the actual freight paid in Railway Receipt (RR).

(b) The restriction of 1400 km on movement is not applicable on indigenous fertilizers except for RCF for Tamil Nadu state where freight reimbursement is upto 1400 Km from plant. Whereas, average actual distance from Thal and Trombay plant to Tamil Nadu is in the range of 1500 Km to 1600 Km.

(c) In case of Imported P&K, freight reimbursement is subject to the port-wise state linkages.

The port-state linkages approved by DoF for primary rail freight reimbursement is as per the below given table;

Table: Port-wise and state-wise linkage

Port name	States fully served (beyond 1400 km)	States served upto 1400 km
Kandla, Mundra, Pipavav, Rozy, Jamnagar, Hazaria, Jetty, Tuna	J&K, HP, Uttarakhand, Punjab, Haryana, RJ, GJ, Delhi, Chhattisgarh, Daman & Diu, Western UP and Bihar	Maharashtra & MP
New Manglore	Karnataka, TN & Kerala	MH, Tel, Goa & AP
Jaigarh, JNPT, Dighy, Mumbai port	Maharashtra, Goa	AP, Karnataka, Telangana and TN
Tuticorin, Cochin, Karaikal	TN, Puducherry & Kerala	AP, Karnataka and Telangana
Chennai	TN, Andaman & Nicobar, Puducherry	AP, Kerala, Karnataka & Telangana
Kakinada, Krishnapatanam	AP, Telangana, Karnataka, Odisha, Chhattisgarh, Jharkhand, WB, Puducherry and A&N, eastern UP, Bihar	Maharashtra, MP, TN, Kerala and Goa

Port name	States fully served (beyond 1400 km)	States served upto 1400 km
Gangavaram, Vizag	AP, Telangana, Karnataka, Odisha, Chhattisgarh, Jharkhand, WB, Assam, NE states, A&N, Puducherry. Eastern UP, Bihar.	Maharashtra, MP, TN, and Goa
Paradip, HaldiaGopalpur (Odisha)	Odisha, Jharkhand, WB, Chhattisgarh, Assam and North eastern states. Eastern UP, Bihar	Maharashtra, MP, Telangana and AP

(ii) Direct by road: From Plant/Port to Block HQ (upto 500 Kms)

Primary Road movement of Fertilizers is allowed directly from the Plant/Port to block level upto 500 Km. Primary freight for direct road movement of fertilizers (upto 500 kms) is paid at lower of the following: -

- (a) Freight amount calculated for the month based on the slab rates;
- OR**
- (b) The actual expenditure incurred by the Company during the month, duly certified by company's statutory auditors.

B Secondary Movement

Uniform Freight Policy, 2008 was notified by this Department with the approval of CCEA (Note at 09th June, 2008), which includes that Department of Fertilizers may refer a study to finalize the normative per KM per tonne rate for road transportation of fertilizers within each district of the country to Tariff Commission (TC). Accordingly, a study was referred to TC. For the purpose of the study, TC obtained information from 24 fertilizers manufacturing/importing companies for the year 2007-08 and analysed it. TC gave its report based on such analysis. Based on the report by TC, the PTPK rates for secondary movement have been notified.

Further, as per TC report, the transport cost details submitted by most of the units generally did not include loading & unloading/handling charges and service tax. However, some units' data for transportation cost were inclusive of loading & unloading/handling charges and service tax. Loading & unloading/handling charges and service tax wherever included in the transportation cost as furnished by the units were excluded while working out the transportation rate.

III Components of Composite Road Transport Index

2.4 The per KM rate has been finalized by Tariff Commission as decided by the CCEA. The Tariff Commission conducted a study for computation of per KM road freight rates for each district in the country. The normative per KM rate is being escalated/de-escalated based on composite road transport index (Weighted Average of WPIs of HSD oil, Motor Tyres, Truck Chassis and all commodities). The escalated/de-escalated primary and secondary freight rates for the movement of fertilizers have been notified upto 2015-16.

Primary freight for direct road movement of fertilizers (upto 500 kms) and is paid at lower of the following: -

- (i) Freight amount calculated for the month based on the slab rates;

OR

(ii) The actual expenditure incurred by the Company during the month, duly certified by company's statutory auditors.

However, the reimbursement of secondary freight cost will be allowed on the monthly basis at the lower of:

(i) Normative Per Tonne Per Km (PTPK) rates as notified by Department of Fertilizers from time to time;

OR

(ii) The actual expenditure incurred by the company on secondary freight during the said month, duly certified by company's statutory auditor.

2.5 The weightage for calculation of Composite Road Transport Index (CRTI) is as under:-

CRI Componenets	%	Bases for computation
Depreciation	12%	Cost of Truck
Salary and wages	11%	WPI of all commodities
Tax and insurance	5%	WPI of all commodities
Diesel	36%	WPI of HSD oil
Repair and maintenance	17%	Cost of truck
Tyres & Tubes	19%	WPI of motor tyre
Composite Road Index	100%	

2.6 While elaborating the relevance of CRTI, the Secretary, Ministry of Chemicals and Fertilizers (Department of Fertilizers) apprised the committee of the following:-

"Sir, the Tariff Commission has given us the base rate in 2008 and 2009. Thereafter, we calibrated with the Road Transport Index. The Road Transport Index contains a large number of components. One of the major elements in the calculation of Road Transport Index is diesel which has a weightage of 36 per cent. It has been accorded the largest weightage. For calculating diesel, we take the wholesale price index of HSD oil."

IV Freight Subsidy Prescribed Rates

I Primary

(A) By Road

2.7 Primary Road Freight of Fertilizers is the movement of fertilizers by road directly from the Plant/Port to block level upto 500 Km and movement of Fertilizers from rail rake point to block level by road is secondary movement. Primary freight for direct road movement of fertilizers (upto 500 kms) and is paid at lower of the following: -

(i) Freight amount calculated for the month based on the slab rates;

OR

- (ii) The actual expenditure incurred by the Company during the month, duly certified by company's statutory auditors.

2.8 Vide various notifications, this department has notified the slab-wise rates in respect of primary road movement upto 500 Kms and PTPK rates for secondary movement of fertilizers from unloading rake point to retail point upto the financial year 2015-16. i-FMS has been enabled on 04.10.2017. The companies are required to do the following :-

- i. The Companies have to enter plant-wise, month-wise actual primary and secondary road freight incurred by them in i-FMS for all the preceding years.
- ii. Companies, thereafter, will be in position to generate month-wise differential freight claim.

At present, the Freight module is fully functional and bills are being generated on the basis of pre-revised (ad hoc - state-wise rates) for primary as well as secondary road freight. Revised primary and secondary freight rates have been notified and uploaded in freight subsidy module.

V Secondary Movement & Prescribed Rates

2.9 As per the Uniform Freight Policy dated 17th July, 2008, the rail freight expenditure for transportation of fertilizers is paid as per the actual expenditure based on actual lead. However, the road freight towards transportation of fertilizers from nearest rake point to block or from manufacturing unit/port directly from road to block is not being paid on actual basis as the actual lead varies from block to block. The Freight Subsidy is being paid on lead distance for each block in the districts to stop the zig-zag movement of fertilizers and to simplify the procedure of methodology for calculation of subsidy payment for movement of fertilizers. The concept of lead distance also avoids the payment of inflated rates by the urea manufacturing companies. Averaging of distance is the practical way of calculations and is beneficial for suppliers.

2.10 Uniform Freight Policy was notified by the Department of Fertilizers on 17th July, 2008. Subsequently, vide Notification dated 1st September, 2011, Department of Fertilizers had issued Normative Per tonne per Km Transportation Rates for the year 2007-08, 2008-09 and 2009-10 based on recommendations made by Tariff Commission in the case of secondary movement of fertilizers from unloading rake point to retail point.

Further, vide Notification dated 18th March, 2014 read with corrigendum dated 1st April, 2014, this department had notified the PTPK rates for the years 2010-11 and 2011-12. The escalated/de-escalated PTPK rates for the year 2012-13 and 2013-14 has been notified vide notification dated 18th September, 2014.

2.11 Subsequently, vide notification dated 4th September, 2016, the escalated/de-escalated PTPK rates for the year 2014-15 and 2015-16 has also been notified by

the department. Year wise escalated/de-escalated slab wise rates (Direct by Road) is as under:-

Distance Slab (KM)	Normative Rates 2007-08	Normative Rates 2008-09	Normative Rates 2009-10	Normative Rates 2010-11	Normative Rates 2011-12	Normative Rates 2012-13	Normative Rates 2013-14	Normative Rates 2014-15	Normative Rates 2015-16
0-100	3.02	3.25	3.24	3.61	3.81	4.06	4.53	4.60	4.25
101-250	1.93	2.07	2.06	2.30	2.43	2.59	2.89	2.93	2.71
251-350	1.44	1.55	1.54	1.72	1.82	1.94	2.16	2.19	2.02
351-500	1.29	1.39	1.38	1.54	1.63	1.74	1.94	1.97	1.82

VI Lead Distance for Secondary Movement

2.12 As per Uniform Freight Policy dated 17th July, 2008, lead distance from each block is the average distance lead i.e. average of lead from nearest rake point to Block Headquarters. The Freight Subsidy is being paid on lead distance for each block in the districts to stop the zig-zag movement of fertilizers and simplify the procedure of methodology for calculation of subsidy payment for movement of fertilizers. The lead distance also avoids the payment of inflated rates by the urea manufacturing companies. Averaging of distance is the practical way of calculations and is beneficial for suppliers.

VII Review and Efficacy of Uniform Freight Policy

2.13 The Freight Policy applicable prior to 1st April, 2008 was not serving the objective of easy availability of subsidized fertilizers. Therefore, Uniform Freight Policy was notified by the Department of Fertilizers on 17th July, 2008 effective from 1st April, 2008, vide which freight subsidy is paid to urea units on the actual movement of fertilizers upto the block level based on monthly district wise/block movement plans. Under Uniform Freight Policy – 2008, the Per Tonne Per Kilometre rates upto the year 2015-16 have been finalized which are based on the systematic/scientific study conducted by Tariff Commission. The said policy has ensured the easy availability of fertilizers. No drawbacks have been noticed by the Department.

2.14 The Standing committee on Chemicals and Fertilizers undertook a study visit to Rashtriya Chemicals Fertilizers (RCF), Diu on November 06.11.2017 and held an informal discussions on Freight Subsidy Policy. The RCF submitted the following suggestions for kind consideration of the Committee:-

- (i) Companies are incurring huge under recoveries on account of primary and secondary road freight. Therefore, it is requested that normative rates should be fixed in such a way that the under recoveries are minimum or reimburse on actual basis.
- (ii) After submission of the claim for a particular month, FICC usually takes 5-6 months to settle the same which results in blockage of funds. It is requested that claims should be settled in 45 days after submission. Also, since claims are

generated through system and verified/ checked by statutory auditors, therefore, upon uploading of the same in the iFMS system, same can be verified online and immediately payment should be released. Also submission of hard copies of claims can be done away with.

(iii) System allows generation of freight subsidy claims in sequential manner only. Therefore, if any month claim is pending for generation due to some reasons, we cannot generate the claims for the further months even though the claims for the further months are in order. Therefore, there should not be restriction on generation of freight subsidy claims in sequential manner.

CHAPTER III

Freight Budget And Reimbursement Process

I Freight Expenditure

The freight subsidy paid since 2005-06 to 2017-18 is as under:-

Freight subsidy paid during 2005-2008 (Equated Freight Policy)	
Financial Year	Amount (In Rs crores)
2005-06	Rs. 1049.80 Crs.
2006-07	Rs. 740.00 Crs.
2007-08	Rs. 1834.14 Crs.

Freight subsidy paid since 2008(Uniform Freight Policy)	
Financial Year	Amount (In Rs crores)
2008-09	Rs. 1350.00 Crs.
2009-10	Rs. 700.00 Crs.
2010-11	Rs. 1440.73 Crs.
2011-12	Rs. 1308.00 Crs.
2012-13	Rs. 2000.00 Crs
2013-14	Rs. 1500.00 Crs
2014-15	Rs. 2000.00 Crs.
2015-16	Rs. 2200.00 Crs
2016-17	Rs. 2000.00 Crs.
2017-18	Rs. 2979.85 Crs (Till Date)

3.2 While replying to the query of the Committee whether the present level of allocation is sufficient to reimburse the estimated expenditure during the year 2017-18 and the backlog including differential reimbursement of freight subsidy, the Ministry of Chemicals and Fertilizers (Department of Fertilizers) submitted a note stating as under:-

"At present, allocated funds of Rs. 3000.00 crores in Budget Estimates 2017-18 have been exhausted for making payments of freight subsidy claims from December 2015 to January 2017. In order to liquidate the freight subsidy claims from February 2017 onwards as well as differential freight subsidy since 01.04.2008, an additional requirement of Rs 3700 crores have been proposed in the Revised Estimates 2017-18."

3.3 Regarding the reimbursement of differential freight claims the Ministry of Chemicals and Fertilizers (Department of Fertilizers) further submitted as under:-

"Differential freight claims are yet to be generated from the module developed by NIC. They have not been received till date. However regular freight subsidy claims amounting to Rs. 701.97 Crs are pending as on 29.11.2017 due to non availability of funds in the freight subsidy head of

account. These pending claims will be paid as and when additional funds will be provided in the freight subsidy head."

3.4 Break-up of Freight Claims Pending

Freight paid upto January 2017 = Rs 2945 Crores
 Current Freight bills in hand = Rs. 563.00 Crores
 Carry over liability of 2016-17 = Rs. 1063.05 crores

(Differential freight Rs.900 Crores + Rs.163.05 Crores)

Currently budget available under Freight Subsidy is only Rs.55.75 Crores –
 Not sufficient to clear pending bills.

Proposal for re-appropriation of Rs.2000 Crores is under process.

Pending bills will be paid as soon as additional funds are made available.

3.5 Replying to a query of the Committee whether the Ministry proposes to merge Freight Subsidy Head with general Fertilizers Subsidy Head, the Ministry of Chemicals and Fertilizers (DoF) submitted in a note as under:-

"A proposal for merging of freight subsidy head (FS) with the fertilizer subsidy head (NF) has already been submitted to IFD on 26.10.2017. This is to avoid paucity of funds in respect of freight subsidy. This is similar to P&K subsidy schemes, where there is a single head of account for both subsidy and freight."

3.6 While deposing before the Committee, Additional Secretary & Financial Advisor to the Ministry of Chemicals and Fertilizers (DoF) submitted in this regard as under:-

"We are addressing that issue also from 2018-19. This has been discussed with financial advisor because [] °ÉÉÎ°ÉbÉÒ BÉEä ÉÊäÉÁ °ÉÚÉÊ®°ÉÉ àÉä +ÉäÉMé cäb cè* [] °ÉÉÎ°ÉbÉÒ BÉEä ÉÊäÉÁ cäÉä ÉÊ°É{ÉÉÇ iÉÉÖxÉ cVÉÉ® BÉE®Éä½ äó{É°Éä ÉÊäÉäÉä cè* =°ÉäÉä °Éä 2900 BÉE®Éä½ äó{É°Éä JÉSEÇ BÉE® ÉÊäÉÁ cé +ÉÉè® +ÉÉÉÉÒ ÉÉÉÒ ¢ÉcÖiÉ {Éébä°ÉÉÖ cè* <°É JÉÉ°äÉäÉ BÉEÉä +ÉbÄè°É BÉE®xÉä BÉEä ÉÊäÉÁ ÉÊVÉ°É JÉBÉEÉ® °Éä {ÉÉÖAxÉBÉEä °ÉÉÎ°ÉbÉÒ AäÉÉäBÉEä¶ÉxÉ àÉä °Éä cÉÒ BÉEä{ÉxÉÉÖWÉ BÉEä ÉÊäÉÁ VÉÉiÉÉÖ cè* we do not face any problem of any shortfall in funds. We will, from 2018-19, club the urea freight subsidy head with the urea subsidy so that we have Rs. 39,000 or Rs. 40,000 crore in total on account of freight subsidy, no company faces the issue that having submitting the bills, they do not receive the payment. I would like to assure the Committee".

II Reimbursement process of freight Subsidy

3.7 As per the laid down payment procedure claims have to be paid within 60 days after their receipt, complete in all respects. This is subject to availability of funds

3.8 Based on the recommendations of the Tariff Commission and the composite Road Freight Index provided by FICC, the slab-wise rates in respect of primary road movement for the year 2008-09 and escalated/de-escalated upto financial year 2014-15, has also been notified vide Department of Fertilizer's notification dated 17th June, 2016. Further, vide notification dated 4th September, 2017, this department has notified the slab-wise rates in respect of primary road movement for the financial year 2015-16

Vide Notification dated 1st September, 2011, Department of Fertilizers had issued Normative Per tonne per Km Transportation Rates for the year 2007-08, 2008-09 and 2009-10 based on recommendations made by Tariff Commission in the case of secondary movement of fertilizers from unloading rake point to retail point. Further, vide Notification dated 18th March, 2014 read with corrigendum dated 1st April, 2014, this department had notified the PTPK rates for the years 2010-11 and 2011-12. The escalated/de-escalated PTPK rates for the year 2012-13 and 2013-14 has been notified vide notification dated 18th September, 2014. Subsequently, vide notification dated 4th September, 2017, the escalated/de-escalated PTPK rates for the year 2014-15 and 2015-16 has also been notified by the department.

The copies of aforesaid notifications are placed (**Annexure 1,2 & 3**).

III Under Recovery

3.9 During the study visit, the Committee to RCF at Diu in November 2017, the Committee were apprised of the following:-

"Reimbursement on movement from plant/port to the district by road is upto 500 Km paid on normative basis. However, the actual freight is more than the reimbursement from DoF, resulting into under recovery.

Examples: Primary Road Freight- Urea

From Thal Unit

District	Reimbursement by DoF (Rs/MT)	RCF expenditure (Rs/MT)	Under recovery (Rs/MT)
Pune	506	1016	510
Ahmednagar	537	1173	636
Nashik	717	1130	413
Jalna	861	1389	528
Kolhapur	848	1425	577

From Trombay Unit

District	Reimbursement by DoF (Rs/MT)	RCF expenditure (Rs/MT)	Under recovery (Rs/MT)
Pune	539	982	443
Ahmednagar	531	1192	661
Nashik	626	856	230
Jalna	842	1369	527
Kolhapur	883	1449	566

- b. **Secondary freight:** Reimbursement on movement from rake point to district by road is paid on normative basis only for urea. However, the actual freight is more than the reimbursement from DoF, resulting into under recovery.

In case P&K fertiliser, as there is no secondary freight subsidy, companies are incurring huge cost on account of secondary movement of P&K fertilizers.

- c. **Examples:** Secondary Road Freight-Urea

District	Reimbursement by DoF (Rs/MT)	RCF expenditure (Rs/MT)	Under recovery (Rs/MT)
Pune	216	545	329
Ahmednagar	239	560	321
Nashik	218	371	153
Jalna	190	365	175
Kolhapur	268	774	506
Kutch/Rajkot	584	638	54
Bijapur	313	457	144

1. Under recovery for Thal and Trombay urea during the year 2016-17 was Rs. 58.64 cr.

3.10 While endorsing the perspective of RCF regarding under recoveries due to less reimbursement than the actual expenditure on freight, CMD, NFL also submitted before the Committee as under:-

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3.11 Citing operating level problem like blocking of Freight Subsidy reimbursement on account of reorganization/restructuring districts in the country, the CMD, NFL further submitted :-

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3.12 Responding to the above problem, Additional Secretary & Financial Advisor to the Ministry of Chemicals and Fertilizers (DoF) submitted before the Committee as under:-

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CHAPTER IV

Integrated Fertilizers Monitoring System (IFMS)

With the objective to monitor the import, production and movement of various subsidised fertilizers and processing subsidy claims, different software systems were introduced by DoF over the last decade viz FMS (Fertilizer Management system -2007), mFMS (mobile Fertilizer Management system- 2012), iFMS (Integrated Fertilizer Management system- 2016).The details are as under:

4.2 Integrated Fertilizer Management System (iFMS)

In June 2014, it was decided by DoF to develop a more comprehensive, all-inclusive system which integrates, incorporates and enhances the features of both the earlier systems i.e. FMS and mFMS. Accordingly, the software programme iFMS (Integrated Fertilizer Management System) was developed by NIC. The new software has been on parallel run from June 2016 and has become fully operational w.e.f. 1st September 2016.

4.3 Development of iFMS

The system was developed in consultation with the industry and other stakeholders. It incorporates all the functionalities that were present in FMS & mFMS system. Thereafter iFMS has been on parallel run from June 2016 and has become fully operational w.e.f. 1st September 2016.

4.4 Functionalities in iFMS

Integrated Fertilizer Management System (iFMS) therefore, is a path breaking IT initiative undertaken by the Department of fertilizers to improve the functioning of Department Of Fertilizers in not only monitoring the movement and managing supplies of fertilizer but also processing of the subsidy claims. Various functionalities of system are:

(i) **Transactions:** Following transactional details are captured on the system. These are entered by the companies on a daily basis and thus system always provides latest information to the Department of Fertilizers and state governments at all points of time:

- Import of raw material / finished goods.
- Custom clearances
- Receipts of plant
- Production
- Dispatches from plant and Ports and Returns.
- Receipts.
- Sales
- Warehouses details
- Wholesalers details
- Claim generation

All the above transactions in the system capture information in detail and facilitate the department in monitoring the movement of fertilizers and settlement of claims.

(ii) Subsidy Claims & Freight Subsidy: The subsidy claims are generated automatically based on the data entered on the system throughout the month. The claims once generated on the system as per the guidelines and format prescribed by the Department are approved at different levels within the department according to the set norms.

The freight claims are generated as per the uniform Freight subsidy policy and also approved on the system.

(iii) Processing claims within the Department: The entire process of approval of claims (both controlled and decontrolled) within the department has been mapped on to iFMS. Provision has been made for the following:

- Tracking of budgets both for P&K and Urea (Cash, bond, special banking arrangement)
- Generation of noting and sanction advice in the prescribed formats.
- Provision to split claims and generate supplementary claims
- Provision to split the sanction advice depending on the amount being actually disbursed.
- Provision to link the companies Bank guarantee and the amounts already utilized and available.
- Provision to link the Registration Certificate given by the state for the sale of Fertilizers, to prevent processing of claims in the case the same has not been submitted to the department.

4.5 Study Visit findings of the Committee

The Committee undertook a study visit to Hyderabad on 13 July 2017 and held an informal discussion with various fertilizers companies like RCF, MFL, FACT, PDIL, BVFCL, IFFCO and KRIBHCO.

During the informal discussion, the Committee were apprised of the overall performance of RCF and the issues related to implementation of policy on uniform freight subsidy on all fertilizers under the uniform subsidy regime in the region through a presentation. With regards inability to implement the Freight Policy, the representative of DoF entirely blamed recent switchover to Integrated Facility Management System (IFMS) prepared by NIC. The test module prepared by NIC has failed recently as a reason of which new rates are not uploaded resulting in delay in the providing freight subsidy to the PSUs. As a reason of which PSUs are facing heavy interest burden on the borrowed money. The Committee, therefore, asked the Department to explore the possibility of reimbursing interest along with the principal amount borrowed from the banks by the PSUs. The Department gave its assurance to address the issue at the earliest.

CHAPTER V

Reimbursement of differential freight

The uniform freight policy was notified on 17th July, 2008 with the approval of CCEA, wherein the concept of primary freight and secondary freight was emerged. The primary and secondary rates have been notified upto 2015-16 and it has been decided that lower of the actual or slab-wise/PTPK rates will be reimbursed to the unit on monthly basis.

5.2 The differential freight amount is paid through **freight module** which has already been enabled on 4th October, 2017. Urea manufacturing units are in process of generating the bills. All efforts are being made to release the freight subsidy on time.

5.3 Agreeing to the view of the Committee that there should one rule of either actual or as per norms and not which ever is lower, the Additional Secretary and Financial Adviser to Ministry of Chemicals and Fertilizers (Department of Fertilizers) while appearing before the Committee submitted as under:-

"NIC has been working with us very closely. It has taken some time to develop this software and now it has been put in place. The CMD, NFL has also raised the point that whichever is less VÉÉä {É® SÉÉÉäÉÄ ÄÉÉ ABÉDSÉÖ+ÉäÉ {É® nä nÉÖÉÊVÉÄ BÉDÄÉÉäÉÊBÉE whichever is less VÉÉä cÉ BÉE®iÉä cé iÉÉä =xÉBÉÉÉä cÉä¶ÉÉ PÉÉ]É cÉÖ cÉäiÉÉ cè* In fact even before this Committee meeting, we ourselves were discussing this and we ourselves have decided that once the data becomes available from 2008 to 2016-17, we will in another three or four months after analysing the data, if there is going to be no loss to the Government in terms of more subsidy being given, we will definitely explore the possibility of introducing just a single measure, whichever is less, BÉÉÉä c]ÉBÉE® ÄÉÉ iÉÉä xÉÉä°ÉÇ {É® BÉE®ä ÄÉÉ ABÉDSÉÖ+ÉäÉ {É® BÉE®ä ¶ÉÉÄn xÉÉä°ÉÇ BÉÉÉÖ iÉ®{ÉÉ cÉä VÉÉxÉÉ cÉäMÉÉ BÉDÄÉÉäÉÊBÉE This has the weight of the packing of the Tariff Commission".

5.4 Disagreeing the reasoning of the Fertilizers companies that the present module/software in iFMS is cumbersome and tedious, the Additional Secretary (Finance), the Ministry of Chemicals and Fertilizers (Department of Fertilizers) submitted before the Committee as under:-

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5.5 The Secretary to the Ministry of Chemicals and Fertilizers (Department of Fertilizers), endorsing the view of Additional Secretary (Finance) submitted before the Committee as under:-

"The module has been developed. The software has been developed. The software technology is available. The hardware is available with them. They need to allocate human resources and actually do this job. There are some companies which the Additional Secretary, Mr. Dharma Pal mentioned, like IPL, which have already done it. It is an exercise. One by one all the companies are in the midst. It is onerous. It is difficult and it is time consuming. More than difficult, it is time consuming because each bill has to be entered. But this is a data which has to be entered and everyone is doing this."

5.6 In another reply to a post evidence query whether stakeholders were consulted before going for such formula/software for payment of differential claims, the Ministry of Chemicals and Fertilizers (Department of Fertilizers) stated as under:-

"Companies are in the process of entering the actual freight paid data from March 2009 onwards in the system. As per the revised freight policies, differential freight will be automatically calculated in the system by comparing the freight paid and revised rates. Bills will be generated and processed through iFMS. The requisite feedback on the module is being obtained from all the concerned stakeholders."

5.7 Justifying the logic that freight subsidy the paid either on norms or actual and not which ever is low, CMD, NFL submitted as under:-

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5.8 During their study visit to Shimla in June 2017, the Committee were apprised by the Director (Finance) of NFL that Road Freight could not be updated on computer as such they are suffering substantial loss. When Committee enquired from Director (Fertilizers) of Ministry of Chemicals and Fertilizers, he submitted before the Committee that uploading of revised rates could not be carried out due to some technical problem. The Committee were not convinced with this reply and directed that updating of revised freight rates be done without any further delay and if required the assistance of institutions like IITs and IIITs be taken so that such a small thing which is creating problem is solved at the earliest.

CHAPTER VI

MISCELLANEOUS ASPECTS

I Opening and operationalisation of Rail Rakes

Opening of rake points is a continuous process in order to facilitate smooth supply of fertilizers across the country. State Government requests Department of Fertilizers to create additional rake points for smooth transportation of fertilizers in nearby areas. On the request of State Government, DoF take up the matter with Ministry of Railways. Ministry of Railways is authorized to create new rake points after analyzing the feasibility of rake point.

6.2 The rake points of all commodities including fertilizers are opened by M/o Railways depending upon the requirement of State Govt./ customers and taking into consideration commercial viability of the rake points. The details of rake points functioning throughout the country for fertilizers unloading are enclosed as **Annexure-4**. Further creation/opening of rake points is a continuous process and M/o Railways explores the feasibility of opening of rake points for loading/unloading of goods. Therefore, the rake points which are operational for fertilizers unloading have been included in the list of rake points.

6.3 Responding to the queries of the Members of the Committee regarding delay in non disposal of requests received from public representatives etc. for opening and operationalisation of new rakes needed to ensure timely and easy availability of fertilizers in the country, the Secretary, Department of Fertilizers stated as under:-

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6.4 Supplementing the Secretary, the Additional Secretary & Financial Advisor, Department of Fertilizers submitted as under:-

"out of the 45 requests that are currently available with me, we have actually opened 30 rake points and 11 Aä°Éä ÉÊ®BÉD'Éè°] +ÉÉA IÉä, VÉcÉÆ ®äãÉ'Éä BÉEE ¶Éäb cÉÒ xÉcÉÓ IÉÉ* 'ÉcÉÆ ®èBÉE {ÉÉ<Æ] JÉÉäãÉxÉÉ <à{ÉÉìÉÊ°ÉæÉäÉ IÉÉ* ABÉE BÉEä°É àÉå Aä°ÉÉ ÉÊ®BÉD'Éè°] +ÉÉªÉÉ IÉÉ ÉÊBÉE 10 ÉÊBÉEäÉÉäàÉÉÒ]® BÉEEÒ nÚ®ÉÒ {É® cÉÒ ®èBÉE {ÉÉ<Æ] IÉÉ, <°ÉÉÉäÉA 'Éc £ÉÉÒ {ÉÉì°ÉÉÒæÉäÉ xÉcÉÓ IÉÉ* Otherwise, all the rake points which are currently available with us have been opened. £É£ÉÖ+ÉÉ +ÉÉè® äÉJÉÉÒàÉ{ÉÖ® JÉÉÒ®ÉÒ BÉEä àÉäMÉäÉMÉÆVÉ BÉEE VÉä <xcÉåxÉä ÉÊVÉµÉE ÉÊBÉEªÉÉ cè We will really examine it".

Coordination Mechanism

6.5 The month-wise demand is assessed and projected by the Department of Agriculture Cooperation and farmers welfare (DAC) in consultation with the State Governments before commencement of each cropping season.

On the basis of month-wise and state-wise estimated demand given by DAC, DoF allocates adequate quantities of fertilizers to all states by issuing monthly supply plan to companies and continuously monitor the movement and availability for all states.

Data regarding the movement of urea is available on regular basis on DoF's site named on-line web based integrated fertilizer monitoring system (iFMS).

Regular weekly Video conference is conducted jointly by DAC, DoF and Ministry of Railways with State Agriculture Officials and corrective actions are taken by instructing the companies to divert fertilizers to the states suffering demand-supply gap pressure.

The State Governments regularly coordinate with manufacturers and importers of fertilizers for streamlining the supplies through timely placement of indents for railway rakes.

The gap in the demand and domestic production of fertilizer is met through imports.

PART II

RECOMMENDATIONS AND OBSERVATIONS

RECOMMENDATION NO 1

UNIFORM FREIGHT SUBSIDY POLICY (UFS)

The uniform Freight Subsidy (UFS) Policy was notified and made effective from 1st April, 2008 with the sole objective to ensure timely and easy availability of fertilizers in all corners of the country. This policy was brought into practice *vis-a-vis* earlier Equated Freight Policy wherein freight subsidy in case of road transportation both for primary and secondary movement was allowed/reimbursed on the basis of normative per KM rate without slab implies actual freight was paid up to the District level and a normative freight beyond rail rake point in the District to the Point of Sale in the Block concerned. The earlier Equated Freight Policy allowed fixed road freight per tonne per Km for imported urea for different ports, which was used to be notified at the time of annual tender for appointing handling and distribution agents. In case of indigenous and imported P&K fertilizers, the freight subsidy was incorporated under the cost head "other costs" as a fixed amount.

Under the Uniform Freight Subsidy Policy there is no change as far as rail freight is concerned, which is allowed as actual but with a limit of distance i.e. maximum upto 1400 Kms from the point of production or the port as the case may be, has been put. In case of road transportation both for primary and secondary movement of fertilizers freight rates have been prescribed on normative basis per KM per tonne slab-wise. However, for primary movement a limit of upto 500 Kms and in respect of secondary movement i.e. from rail rake to Point of Sale (PoS) at block level a condition of average lead distance have been fixed under the UFS Policy. This new policy also excluded the handling charges in case of imported fertilizers.

The Committee are dismayed to know that though new Uniform Freight subsidy Policy was notified in April, 2008, the normative per KM rate year-wise could not be notified yearly on right time as envisaged in the Policy. As a result, the freight rates became applicable retrospectively and consequently accumulated over the years ultimately resulting in increased burden of under recoveries of fertilizer producing and importing companies.

Taking a holistic view of the Uniform Freight Subsidy Policy, the Committee are of the considered view that the new Uniform Freight Policy (UFS) was notified by the Ministry in haste without exercising due diligence. Though they appreciate the initiative of the Government for bringing in new Freight Policy yet they are of the view that the real objective to ensure timely and easy availability of fertilizers has not been achieved and instead has created more confusion and workability constraints. They also feel constrained to apprehend as to why this new policy could not be fine-tuned and reviewed since its implementation in April, 2008. The Committee are of the considered view that the Government should come out with a Freight Policy which is scientific and economical but at the same time it must be invariably practical enough to deliver ground results. The application of this new Uniform freight slab-wise regime has not been found smooth, efficient and effective enough. Having analyzed and examined the extant Freight Policy from all angles, its feasibility and practability, the Committee strongly recommend to the Government to review and revisit all aspects of the new Uniform Freight subsidy policy and fine tune it to make it more realistic and workable on the ground level.

RECOMMENDATION NO 2

FREIGHT RATES

Under the new regime of Uniform Freight Subsidy effective from 1st April 2008, freight rates both for primary and secondary movement have been notified in terms of normative per KM per tonne as recommended by the Tariff Commission. These freight rates have been prescribed in 4 slabs (i) 0-100 Kms (ii) 101-250 (iii) 251-350 and (iv) 351-500 Kms). These rates have been linked to Composite Road Transport Index computed on the basis of wholesale Price Index. The Composite Road Index consists of 6 components (i) depreciation 12% (ii) salary and wages 11% (iii) tax and insurance 5% (iv) diesel 36% (v) repairs and maintenance 17% and (vi) tyres & tubes 19%. The Committee were apprised that this linkage has been done to arrive at freight rates compatible with inflation on monthly basis, which means these rates may either escalate or de-escalate. The Committee were also informed that these rates have been notified only after the scientific study made and recommended by the Tariff Commission and approved by the Cabinet committee on Economic Affairs.

The Committee after having examined and studied the freight rates fixing procedure and the method, arrive at conclusion that the procedure and method as such are not questionable but its practicality. In real practice this method of slab-wise rate does not work in real economics. For instance a transporter may agree to transport the fertilizers upto 100 Kms @ Rs 4.25 per tonne per KM instead 101 Kms @ Rs 2.71 per KM per tonne prescribed as notified by the Ministry. The Committee find that as per the earlier subsidy regime before UFS regime, the road rates were though normative but reimbursed per KM per tonne without slab, which mean on actual basis. They observe that due to this lacunae of slab-wise road rates, the real objective of UFS policy to ensure timely and easy availability of fertilizers has been adversely impacted to a large extent. Therefore, the Committee strongly believe that there is an urgent need to revisit the slab-wise format of road freight rates. The Committee therefore, recommend that normative rates followed during Equated Freight Policy be allowed to continue instead of slab-wise rates and Government to rationalise the existing normative road transport rates per KM per tonne and make them more workable and practicable without slab system.

RECOMMENDATION NO. 3**DELAY IN REIMBURSEMENT OF DIFFERENTIAL RATES**

The Committee note that UFS Policy was notified way back in April, 2008 and reimbursement of road transport charges on normative per KM per tonne rate started accordingly. As these normative rates were linked to the Composite Road Transport Index based on wholesale Price Index (WPI) on monthly basis on the recommendation of the Tariff Commission, considerable delay in the process of notification on regular basis occurred ultimately leading to accumulated arrears of road freight subsidy. The reimbursement continued on old rates. For example normative per tonne per Kilometer (PTPK) rates for the year 2007-08, 2008-09 and 2009-10 were notified on 18.03.2014 and finally for the years 2014-15 and 2015-16 were notified on 04.09.2017 and that too could not be uploaded on the system as a result of which freight subsidy claims could not be paid till 2017 resulting into accumulating of huge arrears. This shows a very casual approach of the Government in dealing with the serious issue affecting farmers' welfare and security even at critical times when farmers are resorting to suicide due to drought conditions and failure of crops due to non availability of farm inputs on time.

The Committee are further dismayed to note that the Government could formulate and notify the formula for payment of differential rates first time in October, 2017 wherein the fertilizers producing and importing companies have to feed data retrospectively month-wise since the year 2008 onwards to claim the differential arrears, if any, accrued on account of payment made previously on old rates. The Committee having been apprised by the fertilizers companies conclude that the process of feeding data retrospectively is a very cumbersome and tedious. Firstly revised rates could not be uploaded in time, secondly, the cumbersome process of feeding data of difference previous years augmented the problem. The Committee feel that the crux of problem lies in delay in formulating the formula and delay in uploading the same. The Committee, therefore, strongly disapprove the delay occurred in formulation and its notification. They are of the firm view that this delay manifests a callousness of the Government towards the already pathetic condition of farmers and fertilizers companies which are nearly succumbing to the mammoth burden of under recoveries of their respective balance-sheet. They,

in this context, take a very serious view and strongly recommend that accountability be invariably fixed on those responsible this delay. The Committee are given to understand that Indian Potash Limited (IPL) which imports urea has completely fed the entire data and they are in the process of generating the differential bills. The Committee are appreciative of IPL in this regard and recommend that other companies should follow IPL and if required seek their assistance through the intervention of Department of Fertilizers. They also strongly recommend that normative PTPK rate for road transport be prospectively notified much before beginning of the Rabi and Kharif crop seasons henceforth.

RECOMMENDATION NO. 4**AVAILABILITY OF RAKES**

Availability of rakes plays vital role to ensure timely and easy availability of fertilizers throughout the country. At present the Ministry of Railways have opened 880 rake points all over the country to unload fertilizers from rail rakes for onward transmission to the Points of Sale (PoS) in all blocks of the districts. Opening of rake points is a continuous process and the Ministry of Railways explore the feasibility for opening of new rake points in the country. State Governments request Ministry of Chemicals and Fertilizers (Department of Fertilizers) to create additional rake points for smooth transportation of fertilizers to the real beneficiaries i.e. farmers nearby the area. The Department of Fertilizers then take up the matter with the Ministry of Railways to create new rakes points after analyzing the feasibility and demand. The Committee during the course of examination of the subject in question were apprised by the Ministry of Chemical and Fertilizers (Department of Fertilizers) that 45 requests presently pending with the Ministry are being processed in close coordination with the Ministry of Railways. They were further informed that all the rakes points opened have been operationalised.

The Committee note with concern that the requests received from the concerned state Governments for opening of new rail rake points for unloading of fertilizers to ensure timely availability to farmers have not been accorded due priority and allowed to pendies of these requests without any reason for years together, which ultimately impacted the success of crops adversely. The farmers are allowed to suffer at the mercy of non-availability of rail rake points due to feasibility constraints. While noting that 880 rail rake points have been opened till date throughout the country for smooth transportation of fertilizers yet the Committee are of the considered opinion that this is inadequate number given to the large size of the country and heavy requirement of fertilizers by the farmers. They, therefore, cannot help but recommend that the pending requests for opening of new rail rake points be processed at war footing by according utmost priority and the committee be apprised of the same without fail.

RECOMMENDATION NO 5

FREIGHT BUDGET

The Committee note that expenditure on freight subsidy has increased enormously from Rs. 1049.80 crores in 2005-06 to Rs. 2979.85 crores in 2017-18. Budget estimates 2017-18 for freight subsidy were fixed at Rs 3000 crores, which have almost been exhausted for making payments for the period 2015 to January 2017. The Committee were informed that in order to liquidate the regular freight subsidy claims from February 2017 onwards and differential freight subsidy claims since 01.01.2008, an additional requirement of Rs. 3700 crores has been proposed by the Ministry in the Revised Estimates 2017-18. They were further apprised of the fact that the claims for differential freight have not yet been generated and the regular freight subsidy claims amounting to Rs. 701.97 crores are pending as on 29.11.2017 due to non-availability of funds in the freight subsidy head of account and accordingly pending claims will be cleared as and when additional funds i.e. Rs. 3700 crores are provided under the subsidy head.

The Committee are perturbed to note the sorry state of affairs is prevailing in the Government where no serious planning and management of resources is resorted to. They think that only piece-meal measures and window dressing method are being adopted to allow the fund predicament spill over from year to year without shooting the same. They further observe that no scientific planning from the zero base is done and conditions are allowed to be worst than the worse. It also manifests lack of coordination among all the stakeholders and the real responsibility solely lies on this account. In view of the above, the Committee think it expedient to impress upon the Government to mobilise requisite funds at the Revised Estimates stage to clear all the regular subsidy claims pending from February, 2017 onwards and differential payment on account of freight subsidy bills paid on old rates. They also urge the nodal Ministry to pass necessary directions to the fertilizers companies to feed the requisite data since 2008 onward in a time bound manner to generate the claims and their smooth payment accordingly. Simultaneously, they recommend that Ministry of Finance must allocate adequate additional funds at Revised Estimates stage during the current winter session of Parliament itself to clear the entire back log of subsidy claims of regular bills and spill over bills including differential payments since 2008 onwards.

RECOMMENDATION NO. 6**SEQUENTIAL RE-IMBURSEMENT OF FREIGHT SUBSIDY**

The Committee note that the existing software fitted into the Integrated Fertilizers Monitoring system, a web based system allows generation of freight subsidy claims in sequential manner only which implies that if any claim pertaining to particular month is pending for generation due to some reasons, the fertilizers company are restrained to generate the claims for onwards months even when the claims for prospective months are in order. The in-built reimbursement software in the FMS doesn't accept the feeding of the details of bills meant for prospective months. They think that due to this small operating lacuna/deficiency in the system huge backlog of arrears get accumulated, adversely impacting the book of profit and loss of the concerned fertilizer company. They were also informed that this particularly happens when a new district is created out of the existing district by the State Government. Submission by the Secretary, Department of Fertilizers during evidence that even the companies do not seem to be aware that they have to inform the Ministry about the creation of new district speaks volume about the lack of coordination between the Department and fertilizers companies. The Committee strongly disapprove this and expect that Department of Fertilizers should be proactive in this regard and keep themselves abreast with the formation/ reorganisation of new districts. The Committee are also of the considered view that the existing software for generating claims be fine tuned/redesigned in such a way that the monthly data though not in sequence but in order may be accepted and accordingly reimburse the prospective claims. They, therefore, urge upon the Government to redesign/fine tune/re-structure their software in such a way wherein the prospective claims be accepted to ensure smooth and timely payment of freight subsidy claims.

RECOMMENDATION NO. 7**Time Required to reimburse Freight subsidy claim**

The Committee have been informed that the laid down payment processing period has been fixed 60 days after the receipt of claims complete in all aspects. However, the Ministry submitted in a note that this is subject to availability of funds. The Committee further get informed by some fertilizers producing companies during their interaction with the latter that the Ministry take on an average 6 months period after receipt of the claims to reimburse the same, which adversely affect the working capital and the profitability of the companies because of added interest burden accrued as a result of blocked pending claims. The Committee take it serious for not following the laid down criteria of 60 days for clearing and making payment. The Committee were apprised that current Freight Bills in hand are to the tune of Rs. 563.00 crore. Besides this there is carry over liability of Rs. 1063.05 crore. Thus, Rs. 1616.05 crore are still to be reimbursed. This is a huge amount ultimately affecting the performance of the fertilizers companies. As a result of this, the companies had to borrow loan from banks at a higher rate of interest. This is double whammy on fertilizer companies producing and importing urea. The Committee feel that this is a national wastage which could have been avoided. They therefore castigate the Ministry for delaying payments beyond reasonable delay. They agree that there may be some financial constraints but at the same time fertilizers companies are made to suffer due to delayed reimbursement of the freight expenditure already incurred and paid by them.

Having taken a holistic view of the predicament of delayed payment/reimbursement of freight subsidy and their imminent adverse impact on the fertilizers companies, the Committee strongly recommend the Ministry to strictly adhere to the laid down limit of 60 days period for generating claims and their reimbursement accordingly. They also recommend that it must be mandatory on the part of Ministry of Chemicals and Fertilizers (Department of Fertilizers) to clear the claims within the stipulated timeline otherwise the fertilizers companies be paid interest for the delayed period beyond prescribed period of 60 days as the Income Tax Department pays on delayed refund.

RECOMMENDATION NO. 8

Merger of Subsidy Head with General subsidy Head

The Committee note with concern that non-availability of adequate funds under Freight Subsidy Head has been found a major constraint for accumulated backlog of arrears on account of freight subsidy. The Ministry has been allocated Rs 3000 crores at the Budgetary Estimates stage for the year 2017-18 and out of that Rs 2979.85 crores have been incurred for the purposes of reimbursement of freight subsidy claims submitted by the fertilizers companies up to January, 2017 only. To clear pending claims of regular claims from February, 2017 onwards and reimbursement of differential claims accrued since April, 2008 onwards, the Ministry have proposed additional funds of Rs. 3700 crores as supplementary budget at the Revised Estimates stage during the current Winter session of Parliament to clear regular freight subsidy claims and differential claims reimbursement which are likely to be generated this year only since April 2008 onwards till date.

The Committee gauge from the above that the Ministry have followed adhoc policy/measures and not holistic approach while planning and managing their financial requirement on the sound financial principles like zero-base budgeting. They are of the firm view that the Ministry failed in their assessment of requisite funds needed on realistic basis, and as a result they have to ask for Rs 3700 crores as additional funds at the RE stage which are more than the actually allocated Rs. 3000 crore at the Budgeting Estimate stage for the current year 2017-18. To avoid adhoc policy/approach pertaining to seeking budget for freight subsidy, the Committee are of the considered view that the freight subsidy 'Head' must be merged with the general subsidy 'Head' so that there shall not be any deficiency of funds for payment/reimbursement of freight subsidy bill as in the case of P&K subsidy scheme where there is a single 'Head' of account for both general subsidy and freight subsidy. The Committee were further got enlightened that the Ministry of Chemicals and Fertilizers (Department of Fertilizers) have already sent a note to IFD on 26.10.2017 in this direction to avoid paucity of funds on the similar provision in case of P&K subsidy scheme. The committee welcome this initiative of the Ministry but at the same time urge upon the latter to vigorously pursue their proposal with the IFD to get approval and then implement the same without delay from 2018-19 onwards invariably. The

Committee hope that in the ensuing Budget i.e. 2018-19, the issue would be resolved by merging Freight subsidy with General subsidy.

RECOMMENDATION NO. 9**Digital Payment/Reimbursement**

The Committee have been informed that regular claims for freight subsidy are processed only when physical bills/invoices submitted by the fertilizers companies. They also note that the Ministry of Chemicals and Fertilizers maintains a web based Integrated Fertilizer Monitoring System (iFMS) for various functions like import of raw material, custom clearances, production dispatches from plants and ports and return receipts, sale claim generation and so on. The Committee appreciate the digital initiative of the Ministry but at the same time emphasize on its optimum utility. During the interaction with fertilizers companies the Committee were solicited to consider and recommend to the Ministry for processing of subsidy claims and payment thereto through digital technology only in order to avoid delay usually occurs while submitting claim physically. The Committee concur with their suggestion fully and do not find any procedural hiccups to process digitally if the claims are submitted on-line in order and certified by the statutory auditors appointed by the fertilizers companies. They are of the considered view that doing so will boost efficiency and transparency in the system and save lot of efforts, energy and unnecessary expenditure to a great extent. They, therefore, recommend that the Government must come out with such a proposal at the earliest in this regard and apprise the former.

New Delhi;
19 December, 2017
28 Agrahayana, 1939 (Saka)

Anandrao Adsul
Chairperson
Standing Committee on
Chemicals and Fertilizers

Annexure – I

No. 12012/25/2013-FPP
 Government of India
 Ministry of Chemicals & Fertilizers
 Department of Fertilizers

Shastri Bhawan, New Delhi
 Dated the 17th June, 2016

To

Chief Secretary of all States/UT,
 CMD/MDs of all Fertilizer Units.

Subject: - Revised rates for the direct movement of fertilizers by road from Plant/Port upto 500 Kms.

Sir,

In continuation of this Department's Notification No. 12012/2/2008-FPP dated 17th July, 2008 and subsequent Notifications issued from time to time, I am directed to state that the competent authority has approved the following rates (based on the recommendations of Tariff Commission for the year 2007-08) for direct road movement of fertilizers upto 500 Kms from plants/ports to block, which have been escalated/de-escalated by WPI (composite road transport index) for the subsequent years:

(Rs. Per MT/Km)

Distance Slab (KM)	Normative Rates							
	2007-08 (As recommended by Tariff Commission)	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	
1	2	3	4	5	6	7	8	9
0-100	3.02	3.25	3.24	3.61	3.81	4.06	4.53	4.60
101-250	1.93	2.07	2.06	2.30	2.43	2.59	2.89	2.93
251-350	1.44	1.55	1.54	1.72	1.82	1.94	2.16	2.19
351-500	1.29	1.39	1.38	1.54	1.63	1.74	1.94	1.97

2. The aforesaid rates will be implemented retrospectively w.e.f. 01.04.2008.
3. Primary freight for direct road movement of fertilizers (upto 500 kms) shall be paid at lower of the following: -

- (i) Freight amount calculated for the month based on the slab rates indicated above;

OR

- (ii) The actual expenditure incurred by the Company during the month, duly certified by company's statutory auditors.

-2-

4. The freight subsidy for secondary movement for North-Eastern and hilly states will be paid as per the rates notified vide notification No. 15-05/2009-Ship-I dated 25th October, 2012 till the finalization of study by Tariff Commission.

5. The primary freight from direct movement from NFL-Nangal unit to the state of Himachal Pradesh upto 500 kms will be paid as per the rates notified vide notification No 12018/1/2014-FPP dated 5th November, 2014 till the finalization of study of Tariff Commission.

6. This issues with the concurrence of Internal Finance Division vide their Dy No. 592 dated 03.12.2015 and Dy No 382/A dated 16.06.2016.

Yours sincerely,
-sd/-

(Sunita Bansal)
Under Secretary to the Government of India
Tele : 23388891

Copy to:

1. ED, FICC, R K Puram, New Delhi.
2. Director(FA), UdyogBhawan, New Delhi, with a request to make necessary changes in the FMS for generation of differential claims.
3. Director (Movement).
4. Director (P&K)
- 5.DS (Finance), DoF, New Delhi.
6. Pay and Accounts Office, JanpathBhawan, New Delhi.
7. NIC-for uploading on the Departmental Website.

Annexure – II

No. 12012/25/2013-FPP
 Government of India
 Ministry of Chemicals & Fertilizers
 Department of Fertilizers

Shastri Bhawan, New Delhi
 Dated the 4th September, 2017

To
 Chief Secretary of all States/UT,
 CMD/MDs of all Fertilizer Units.

Subject: - Revised rates for the direct movement of fertilizers by road from Plant/Port upto 500 Kms.

Sir,

In continuation of this Department's Notification of even number dated 17th June, 2016 on the subject mentioned above, I am directed to notify the escalated/de-escalated slab-wise rates in respect of primary freight for direct road movement of fertilizers upto 500 Kms from plants/ports to block for the year 2015-16 as below:

(Rs. Per MT/Km)	
Distance Slab (KM)	Normative Rates (2015-16)
0-100	4.25
101-250	2.71
251-350	2.02
351-500	1.82

2. The other terms and conditions of the notification dated 17th June, 2016 will remain the same.
3. This issues with the concurrence of Internal Finance Division vide ASFA DyNo 408 (a) dated 15th July, 2017.

Yours sincerely,
 -sd-
 (Prabhas Kumar)
 Director (Fertilizers)
 Tele : 23386398

Copy to:

1. ED, FICC, R K Puram, New Delhi.
2. Director(FA), Udyog Bhawan, New Delhi, with a request to make necessary changes in the FMS for generation of differential claims.
3. Director (Movement).
4. Director (P&K)
5. DS (Finance), DoF, New Delhi.
6. Pay and Accounts Office, Janpath Bhawan, New Delhi.

7. NIC-for uploading on the Departmental Website
8. Hindi Section – for Hindi Translation.

-sd/-
(Prabhas Kumar)
Director (Fertilizers)
Tele : 23386398

Annexure III

No. 12012/9/2007-FPP
Government of India
Ministry of Chemicals & Fertilizers
Department of Fertilizers

Shastri Bhawan, New Delhi
Dated the 04th September, 2017

To

Chief Executives of all Fertilizer Units,
Chief Secretary of all States/UT

Subject : - Road freight rates for UREA manufacturing/ importing units under the Uniform Freight Subsidy scheme.

Sir,

In continuation of this Department's notification of even number dated 18th September, 2014 notifying the secondary freight rates for the urea units for financial year 2012-13 & 2013-14, I am directed to notify the escalated/de-escalated secondary freight rates for urea for financial years 2014-15 & 2015-16 as per the annexure.

2. However, in case of creation of a new district by division, the freight rate as applicable to that particular (old) district from which it is carved out shall be applicable to such new district. In case of creation of new district from more than one district, the average freight rates of all the old districts shall apply. In respect of the districts mentioned more than once in this Department's Notification dated 1st September, 2011, the entry of district with the lower value will be considered for the purpose of freight subsidy.

3. Freight rates in respect of the following districts, viz., (i) Kurnool (Andhra Pradesh); (ii) East Delhi; (iii) North Delhi; (iv) North-West Delhi; (v) South-West Delhi; (vi) Palwal (Haryana); (vii) Yadgir (Karnataka); (viii) Goa; (ix) Singroli (Madhya Pradesh); (x) Koraput (Odisha); (xi) Baleshwar (Odisha); (xii) Mahe (Puducherry); (xiii) Budaun (U.P.); (xiv) Chatrapati Sahuji Maharaj Nagar (U.P.); (xv) Daman; (xvi) Baksa (Assam); (xvii) Hailakandi (Assam); (xviii) Kokrajhar (Assam); (xix) Sivasagar (Assam); (xx) Karbi Anglong (Assam) and (xxi) Dima-Hasao (Assam), for which Per Tonne Per Kilometer (PTPK) rates are not available, the matter has been referred to Tariff Commission. However, till the time the PTPK rates for these districts are made available by Tariff Commission, the adhoc rates as prevalent may be taken into account for freight subsidy.

4. Freight subsidy claims on the basis of the above rates may be preferred for the above mentioned period in the prescribed proforma. Freight subsidy amount received by the units on the basis of road transportation ad hoc rates notified earlier will be adjusted towards final claim.

5. However, these rates are subject to revision on account of audit observations/revision due to any correction in data/working and computation noticed at a later stage.

6. In case of Jammu & Kashmir the rates recommended by Tariff Commission and after escalation for the year 2014-15 & 2015-16 will be applicable for all districts in Jammu as well as Srinagar in J&K. The adhoc PTPK transportation rates for Himachal Pradesh, Andaman & Nicobar Islands and North eastern states viz. Arunachal Pradesh, Manipur, Meghalaya, Mizoram, Nagaland & Tripura will be continued as notified earlier as per O.M No. 15-05/2009-Ship-I dated 25th October, 2012.

7. The rates in respect of Sikkim (Rs. 7.07 PTPK) will be continued as per notification No. 12012/2/2008-FPP dated 17th March, 2009.

8. The final rates of these states will be notified after receipt of revised study of Tariff Commission.

9. As per the notification of even number dated 17th June, 2016, the reimbursement of secondary freight cost will be allowed on the monthly basis at the lower of:

(i) Normative Per Tonne Per Km (PTPK) rates as notified by Department of Fertilizers from time to time;

OR

(ii) The actual expenditure incurred by the company on secondary freight during the said month, duly certified by company's statutory auditor.

10. This issue with the concurrence of Internal Finance Division vide AS&FA Dy.No. 408(a) dated 15.07.2017.

Yours sincerely,

(Prabhas Kumar)
Director (Fertilizers)
Tele: 23386398

Copy to:-

1. Principal Director of Audit, Economic & Service Ministry, AGCR Building, IP Estates, New Delhi.
2. Controller of Accounts, Department of Fertilizers, Janpath Bhawan, New Delhi.
3. Director General, The Fertilizers Association of India, FAI House, 10-Shahidjit Singh Marg, New Delhi-110067.
4. Joint Secretary-cum-Central Registrar of Cooperative Societies.
5. Department of Agriculture & Cooperative, Krishi Bhawan, New Delhi.
6. Secretary (TC), Ministry of Commerce and Industry, Tariff Commission, 7th Floor, Lok Nayak Bhawan, New Delhi-110003.
7. Advisor (Cost), Ministry of Commerce and Industry, Tariff Commission, 7th Floor, Lok Nayak Bhawan, New Delhi-110003.
8. Ministry of Finance/Department of Expenditure (PF-II), North Block, New Delhi.

Copy also to:

AS(DP), JS(AT) & JS(SKL)
Director (Movement)/Director (FA)/ Director (Finance) /Director (CE) (FICC)
Director (NIC)/DOF- for website/DD(OL)-for Hindi translation.

(Prabhas Kumar)
Director (Fertilizers)
Tele: 23386398

**Secondary freight rates for urea for the financial years 2014-15 &
2015-16**

Sl. No.	State	Districts	Normative Rates 2013-14	Normative Rates 2014-15	Normative Rates 2015-16
1	Andhra Pradesh	Anantapur	4.09	4.15	3.84
		Chittoor	4.58	4.65	4.30
		Cuddapah	5.62	5.70	5.27
		East Godavari	2.84	2.88	2.66
		Guntur	2.39	2.42	2.24
		Kadapa	4.91	4.98	4.60
		Krishna	2.90	2.94	2.72
		Nellore	3.33	3.38	3.12
		Nellore	3.28	3.33	3.08
		Prakasam	2.92	2.96	2.74
		Srikakulam	4.24	4.30	3.97
		Visakhapatnam	3.46	3.51	3.24
		Vizianagaram	4.02	4.08	3.77
		West Godavari	2.87	2.91	2.69
2	Assam	Barpeta	7.18	7.28	6.73
		Bongaigaon	7.93	8.04	7.43
		Cachar	7.93	8.04	7.43
		Chirang	-	8.04	7.43
		Darrang	5.62	5.70	5.27
		Dhemaji	-	8.04	7.43
		Dhubri	3.57	3.62	3.35
		Dibrugarh	7.93	8.04	7.43
		Goalpara	3.57	3.62	3.35
		Golaghat	7.93	8.04	7.43
		Jorhat	7.93	8.04	7.43
		Kamrup	7.93	8.04	7.43
		Kamrup Metropolitan	-	8.04	7.43
		Karimganj	5.62	5.70	5.27
		Lakhimpur	7.93	8.04	7.43
		Marigaon	5.62	5.70	5.27
		Nagaon	7.93	8.04	7.43
		Nalbari	5.62	5.70	5.27
		Sonitpur	7.93	8.04	7.43
		Tinsukia	7.93	8.04	7.43
		Udalguri	-	8.04	7.43
3	Bihar	Araria	2.71	2.75	2.54
		Arwal	3.23	3.28	3.03
		Aurangabad	5.62	5.70	5.27
		Banka	3.55	3.60	3.33
		Begusarai	7.93	8.04	7.43
		Bhagalpur	7.01	7.11	6.57

		Bhojpur	7.93	8.04	7.43
		Buxar	4.24	4.30	3.97
		Darbhanga	5.59	5.67	5.24
		Deoria	5.62	5.70	5.27
		East Champaran	5.62	5.70	5.27
		Gaya	5.62	5.70	5.27
		Gopalganj	5.62	5.70	5.27
		Jamui	2.52	2.56	2.37
		Jehanabad	4.97	5.04	4.66
		Kaimur	4.35	4.41	4.08
		Katihar	5.62	5.70	5.27
		Khagaria	6.28	6.37	5.89
		Kishanganj	6.63	6.73	6.22
		Lakhisarai	3.24	3.29	3.04
		Madhepura	3.94	4.00	3.70
		Madhubani	5.46	5.54	5.12
		Munger	2.93	2.97	2.74
		Muzaffarpur	7.93	8.04	7.43
		Nalanda	6.44	6.53	6.04
		Nawada	5.72	5.80	5.36
		Patna	5.96	6.05	5.59
		Purnia	4.97	5.04	4.66
		Rohtas	7.50	7.61	7.03
		Saharsa	5.62	5.70	5.27
		Samastipur	5.62	5.70	5.27
		Saran	5.62	5.70	5.27
		Sheikhpura	4.18	4.24	3.92
		Sheohar	2.36	2.39	2.21
		Sitamarhi	4.18	4.24	3.92
		Siwan	7.39	7.50	6.93
		Supaul	3.47	3.52	3.25
		Vaishali	5.62	5.70	5.27
		West Champaran	5.62	5.70	5.27
4	Chattisgarh	Bastar	4.97	5.04	4.66
		Beejapur	3.57	3.62	3.35
		Bilaspur	5.37	5.45	5.04
		Dantewada	3.57	3.62	3.35
		Dhamtari	4.54	4.61	4.26
		Durg	5.62	5.70	5.27
		Jagdalpur	3.56	3.61	3.34
		Janjgir-Champa	4.24	4.30	3.97
		Jashpur	3.57	3.62	3.35
		Kabirdham	4.31	4.37	4.04
		Kanker	3.57	3.62	3.35
		Kawardha	3.57	3.62	3.35

		Korba	5.54	5.62	5.19
		Koriya	4.50	4.57	4.22
		Mahasamund	4.24	4.30	3.97
		Narayanpur	4.65	4.72	4.36
		Palamu	5.62	5.70	5.27
		Raigarh	4.24	4.30	3.97
		Raipur	5.62	5.70	5.27
		Rajnandgaon	5.62	5.70	5.27
		Surguja	3.60	3.65	3.37
5	Dadra & Nagar Haveli	D&N	3.78	3.83	3.54
6	Goa	North Goa	3.57	3.62	3.35
		South Goa	2.75	2.79	2.58
7	Gujarat	Ahmedabad	3.70	3.75	3.47
		Amreli	3.32	3.37	3.11
		Anand	5.62	5.70	5.27
		Aravalli	-	4.57	4.22
		Banas Kantha	3.56	3.61	3.34
		Baroda	2.91	2.95	2.73
		Bharuch	5.27	5.35	4.94
		Bhavnagar	3.61	3.66	3.38
		Botad	-	3.75	3.47
		Chhotaudepur	-	4.45	4.11
		Dahod	4.02	4.08	3.77
		Dangs	3.57	3.62	3.35
		Devbhumi Dwarka	-	3.97	3.67
		Gandhinagar	4.87	4.94	4.57
		Gir Somnath	-	3.56	3.29
		Jamnagar	3.91	3.97	3.67
		Junagadh	3.51	3.56	3.29
		Kheda	5.62	5.70	5.27
		Kutch	2.36	2.39	2.21
		Mahesana	4.77	4.84	4.47
		Mahisagar	-	4.80	4.44
		Morbi	-	4.29	3.97
		Narmada	4.34	4.40	4.07
		Navsari	4.74	4.81	4.45
		Panch Mahals	4.73	4.80	4.44
		Patan	3.72	3.77	3.48
		Porbandar	3.48	3.53	3.26
		Rajkot	4.87	4.94	4.57
		Sabar Kantha	4.50	4.57	4.22
		Surat	5.62	5.70	5.27
		Surendranagar	3.91	3.97	3.67
		Tapi	4.19	4.25	3.93

		Vadodara	4.39	4.45	4.11
		Valsad	4.56	4.63	4.28
8	Haryana	Ambala	5.44	5.52	5.10
		Bhiwani	5.62	5.70	5.27
		Faridabad	4.93	5.00	4.62
		Fatehabad	5.82	5.90	5.45
		Gurgaon	4.23	4.29	3.96
		Hisar	4.56	4.63	4.28
		Jhajjar	5.62	5.70	5.27
		Jind	5.37	5.45	5.04
		Kaithal	6.77	6.87	6.35
		Karnal	7.93	8.04	7.43
		Kurukshetra	6.88	6.98	6.45
		Mahendragarh	4.30	4.36	4.03
		Mewat	3.86	3.92	3.62
		Panchkula	4.67	4.74	4.38
		Panipat	4.78	4.85	4.48
		Rewari	7.93	8.04	7.43
		Rohtak	7.43	7.54	6.97
		Sirsa	5.54	5.62	5.19
		Sonipat	6.78	6.88	6.36
		Yamunanagar	5.41	5.49	5.07
9	Jammu & Kashmir	Jammu	7.93	8.04	7.43
10	Jharkhand	Bokaro	2.36	2.39	2.21
		Chatra	3.07	3.11	2.87
		Deoghar	5.62	5.70	5.27
		Dhanbad	2.36	2.39	2.21
		Dumka	5.62	5.70	5.27
		East Singhbhum	2.36	2.39	2.21
		Garhwa	3.82	3.88	3.59
		Giridih	3.00	3.04	2.81
		Godda	2.75	2.79	2.58
		Gumla	3.57	3.62	3.35
		Hazaribag	3.43	3.48	3.22
		Jamtara	3.28	3.33	3.08
		Koderma	3.29	3.34	3.09
		Latehar	3.30	3.35	3.10
		Lohardaga	3.62	3.67	3.39
		Pakur	2.36	2.39	2.21
		Palamu	3.87	3.93	3.63
		Ramgarh	-	3.48	3.22
		Ranchi	5.62	5.70	5.27
		Sahibganj	3.16	3.21	2.97
		Seraikela	3.29	3.34	3.09

		Simdega	3.08	3.12	2.88
		West Singhbhum	2.76	2.80	2.59
11	Karnataka	Bagalkot	3.47	3.52	3.25
		Bangalore Urban	5.30	5.38	4.97
		Bangalore Rural	4.20	4.26	3.94
		Belgaum	3.46	3.51	3.24
		Bellary	4.35	4.41	4.08
		Bidar	3.39	3.44	3.18
		Bijapur	4.43	4.49	4.15
		C. Mangalore	4.50	4.57	4.22
		Chamrajnagar	4.18	4.24	3.92
		Chickmagalur	4.39	4.45	4.11
		Chikballapur	4.07	4.13	3.82
		Chitradurga	3.24	3.29	3.04
		Davangere	5.62	5.70	5.27
		Dharwad	3.67	3.72	3.44
		Gadag	2.91	2.95	2.73
		Gulbarga	3.95	4.01	3.71
		Hassan	5.30	5.38	4.97
		Haveri	3.04	3.08	2.85
		Kodagu	3.57	3.62	3.35
		Kolar	3.28	3.33	3.08
		Koppal	4.75	4.82	4.45
		Mandya	5.56	5.64	5.21
		Mysore	4.27	4.33	4.00
		North Kannada	2.66	2.70	2.50
		Raichur	4.64	4.71	4.35
		Ramanagaram	3.88	3.94	3.64
		Shimoga	4.15	4.21	3.89
		South Kannada	3.91	3.97	3.67
		Tum-kur	3.43	3.48	3.22
		Udupi	4.72	4.79	4.43
12	Kerala	Alappuzha	5.62	5.70	5.27
		Ernakulam	5.62	5.70	5.27
		Idukki	3.57	3.62	3.35
		Kannur	5.30	5.38	4.97
		Kasargod	3.57	3.62	3.35
		Kollam	4.86	4.93	4.56
		Kottayam	7.58	7.69	7.11
		Kozhikode	5.26	5.34	4.94
		Malappuram	4.54	4.61	4.26
		Palakkad	5.62	5.70	5.27
		Pathanamthitta	5.62	5.70	5.27
		Thiruvananthapuram	3.57	3.62	3.35
		Thrissur	5.62	5.70	5.27

		Wayanad	5.62	5.70	5.27
13	Madhya Pradesh	Aliraj Pur	2.66	2.70	2.50
		Anuppur	2.60	2.64	2.44
		Ashoknagar	2.36	2.39	2.21
		Balaghat	4.39	4.45	4.11
		Barwani	3.16	3.21	2.97
		Betul	5.21	5.29	4.89
		Bhind	3.77	3.82	3.53
		Bhopal	5.10	5.17	4.78
		Burhanpur	4.19	4.25	3.93
		Chhatarpur	3.40	3.45	3.19
		Chhindwara	3.28	3.33	3.08
		Damoh	3.70	3.75	3.47
		Datia	3.17	3.22	2.98
		Dewas	4.13	4.19	3.87
		Dhar	3.68	3.73	3.45
		Dindori	2.54	2.58	2.38
		Guna	2.60	2.64	2.44
		Gwalior	3.87	3.93	3.63
		Harda	5.62	5.70	5.27
		Hoshangabad	5.62	5.70	5.27
		Indore	5.62	5.70	5.27
		Jabalpur	2.90	2.94	2.72
		Jhabua	3.99	4.05	3.74
		Katni	4.28	4.34	4.01
		Khandwa	4.24	4.30	3.97
		Khargone	3.77	3.82	3.53
		Mandla	2.51	2.55	2.36
		Mandsour	3.13	3.18	2.94
		Morena	3.65	3.70	3.42
		Narsinghpur	2.65	2.69	2.49
		Neemuch	2.80	2.84	2.62
		Panna	4.20	4.26	3.94
		Raigarh	3.85	3.91	3.61
		Raisen	5.49	5.57	5.15
		Rajgarh	4.06	4.12	3.81
		Ratlam	5.32	5.40	4.99
		Rewa	3.99	4.05	3.74
		Sagar	3.41	3.46	3.20
		Satna	3.55	3.60	3.33
		Sehore	5.12	5.19	4.80
		Seoni	3.12	3.17	2.93
		Shahdol	3.00	3.04	2.81
		Shajapur	4.23	4.29	3.96
		Shivpuri	3.09	3.13	2.89

		Shoepurkalan	2.59	2.63	2.43
		Shujalpur	4.25	4.31	3.98
		Sidhi	2.85	2.89	2.67
		Tikamgarh	3.12	3.17	2.93
		Ujjain	4.70	4.77	4.41
		Umaria	3.94	4.00	3.70
		Vidisha	4.89	4.96	4.58
14	Maharashtra	Ahmednagar	5.23	5.31	4.91
		Akola	5.28	5.36	4.95
		Amravati	5.56	5.64	5.21
		Aurangabad	4.10	4.16	3.84
		Bandra Suburban	-	5.70	5.27
		Beed	3.46	3.51	3.24
		Bhandara	3.60	3.65	3.37
		Buldhana	4.09	4.15	3.84
		Chandrapur	4.20	4.26	3.94
		Dhule	4.72	4.79	4.43
		Gadchiroli	2.84	2.88	2.66
		Gondia	3.61	3.66	3.38
		Hingoli	3.68	3.73	3.45
		Jalgaon	4.28	4.34	4.01
		Jalna	4.33	4.39	4.06
		Kolhapur	5.62	5.70	5.27
		Latur	4.13	4.19	3.87
		Mumbai	5.62	5.70	5.27
		Nagpur	5.62	5.70	5.27
		Nanded	3.40	3.45	3.19
		Nandurbar	3.94	4.00	3.70
		Nashik	5.61	5.69	5.26
		Osmanabad	3.48	3.53	3.26
		Palghar	-	2.39	2.21
		Parbhani	3.79	3.84	3.55
		Pune	4.39	4.45	4.11
		Raigarh	2.76	2.80	2.59
		Ratnagiri	5.62	5.70	5.27
		Sangli	5.62	5.70	5.27
		Satara	5.08	5.15	4.76
		Sindhudurg	3.57	3.62	3.35
		Solapur	4.49	4.56	4.21
		Thane	2.36	2.39	2.21
		Wardha	6.29	6.38	5.90
		Washim	5.62	5.70	5.27
		Yavatmal	4.89	4.96	4.58
15	Odisha	Angul	3.57	3.62	3.35
		Balangir	7.93	8.04	7.43

		Baleswar	4.69	4.76	4.40
		Bargarh	5.49	5.57	5.15
		Bhadrak	5.62	5.70	5.27
		Balangir	7.93	8.04	7.43
		Boudh	3.57	3.62	3.35
		Cuttack	7.40	7.51	6.94
		Deogarh	3.57	3.62	3.35
		Dhenkanal	5.62	5.70	5.27
		Gajapati	3.57	3.62	3.35
		Ganjam	5.62	5.70	5.27
		Jagatsinghapur	5.62	5.70	5.27
		Jajpur	5.62	5.70	5.27
		Jharsuguda	5.62	5.70	5.27
		Kalahandi	5.18	5.26	4.86
		Kandhamal	3.57	3.62	3.35
		Kendrapara	5.62	5.70	5.27
		Kendujhar	3.57	3.62	3.35
		Keonjhar	5.62	5.70	5.27
		Khordha	5.62	5.70	5.27
		Malkangiri	3.57	3.62	3.35
		Mayurbhanj	3.57	3.62	3.35
		Nabarangapur	3.57	3.62	3.35
		Nayagarh	5.54	5.62	5.19
		Nuapada	5.62	5.70	5.27
		Puri	5.62	5.70	5.27
		Rayagada	3.57	3.62	3.35
		Sambalpur	5.06	5.13	4.74
		Sonepur	4.49	4.56	4.21
		Sundergarh	3.22	3.27	3.02
16	Puducherry	Karaikal	3.57	3.62	3.35
		Pondicherry	3.45	3.50	3.23
		Yanam	2.98	3.02	2.79
17	Punjab	Amritsar	4.55	4.62	4.27
		Barnala	3.85	3.91	3.61
		Bathinda	5.62	5.70	5.27
		Faridkot	5.59	5.67	5.24
		Fatehgarh Sahib	5.26	5.34	4.94
		Fazilka	-	5.70	5.27
		Firozpur	5.62	5.70	5.27
		Gurdaspur	4.79	4.86	4.49
		Hoshiarpur	4.62	4.69	4.33
		Jalandhar	4.79	4.86	4.49
		Kapurthala	4.69	4.76	4.40
		Ludhiana	5.21	5.29	4.89
		Mansa	5.62	5.70	5.27

		Moga	5.62	5.70	5.27
		Mohali/Sahibzada Ajit Singh Nagar	3.62	3.67	3.39
		Muktsar	5.98	6.07	5.61
		Nawanshahr/Shahid Bhagat Singh Nagar	3.45	3.50	3.23
		Pathankot	-	4.86	4.49
		Patiala	4.58	4.65	4.30
		Rupnagar	2.36	2.39	2.21
		Sangrur	6.59	6.69	6.18
		Tarntaran	4.58	4.65	4.30
18	Rajasthan	Ajmer	2.36	2.39	2.21
		Alwar	3.84	3.90	3.60
		Banswara	2.85	2.89	2.67
		Baran	4.15	4.21	3.89
		Barmer	2.36	2.39	2.21
		Bharatpur	4.18	4.24	3.92
		Bhilwara	3.33	3.38	3.12
		Bikaner	2.36	2.39	2.21
		Bundi	3.29	3.34	3.09
		Chittorgarh	3.73	3.78	3.49
		Churu	2.36	2.39	2.21
		Dausa	3.45	3.50	3.23
		Dholpur	3.16	3.21	2.97
		Dungarpur	3.91	3.97	3.67
		Hanumangarh	5.62	5.70	5.27
		Jaipur	3.67	3.72	3.44
		Jaisalmer	2.36	2.39	2.21
		Jalor	2.70	2.74	2.53
		Jhalawar	2.44	2.48	2.29
		Jhunjhunu	2.60	2.64	2.44
		Jodhpur	2.36	2.39	2.21
		Karauli	4.69	4.76	4.40
		Kota	3.38	3.43	3.17
		Nagaur	2.51	2.55	2.36
		Pali	3.30	3.35	3.10
		Pratapgarh	2.75	2.79	2.58
		Rajsamand	2.91	2.95	2.73
		Sawai Madhopur	3.84	3.90	3.60
		Sikar	2.62	2.66	2.46
		Sirohi	3.00	3.04	2.81
		Sri Ganganagar	3.45	3.50	3.23
		Tonk	2.37	2.40	2.22
		Udaipur	3.30	3.35	3.10
19	Tamil Nadu	Ariyalur	3.22	3.27	3.02
		Chennai	3.92	3.98	3.68

		Coimbatore	5.62	5.70	5.27
		Cuddalore	5.41	5.49	5.07
		Dharmapuri	5.14	5.21	4.82
		Dindigul	4.79	4.86	4.49
		Erode	4.49	4.56	4.21
		Kanchipuram	3.51	3.56	3.29
		Kanyakumari	3.57	3.62	3.35
		Karur	4.52	4.59	4.24
		Krishnagiri	3.07	3.11	2.87
		Madurai	4.48	4.54	4.20
		Nagapattinam	4.58	4.65	4.30
		Namakkal	4.95	5.02	4.64
		Nilgiris	5.62	5.70	5.27
		Perambalur	4.86	4.93	4.56
		Pudukkottai	4.62	4.69	4.33
		Ramanathapuram	3.57	3.62	3.35
		Salem	4.65	4.72	4.36
		Sivaganga	4.97	5.04	4.66
		Thanjavur	5.62	5.70	5.27
		Theni	3.57	3.62	3.35
		Thoothukudi	3.57	3.62	3.35
		Tiruchirappalli	5.33	5.41	5.00
		Tirunelveli	3.29	3.34	3.09
		Tiruvallur	4.23	4.29	3.96
		Tiruvannamalai	3.57	3.62	3.35
		Tiruvarur	5.14	5.21	4.82
		Vellore	5.02	5.09	4.70
		Viluppuram	4.15	4.21	3.89
		Virudhunagar	3.57	3.62	3.35
20	Telangana	Adilabad	2.73	2.77	2.56
		Hyderabad	2.85	2.89	2.67
		Karimnagar	3.29	3.34	3.09
		Khammam	2.36	2.39	2.21
		Mahbubnagar	3.08	3.12	2.88
		Medak	2.71	2.75	2.54
		Medchal	-	3.44	3.18
		Nalgonda	2.56	2.60	2.40
		Nizamabad	4.10	4.16	3.84
		Rangareddy	3.39	3.44	3.18
		Vikarabad	-	3.44	3.18
		Warangal	3.01	3.05	2.82
21	Uttar Pradesh	Agra	4.11	4.17	3.85
		Aligarh	4.02	4.08	3.77
		Allahabad	4.00	4.06	3.75
		Ambedkar Nagar	4.91	4.98	4.60

		Auraiya	3.94	4.00	3.70
		Azamgarh	4.54	4.61	4.26
		Bagpat	4.09	4.15	3.84
		Bahraich	5.14	5.21	4.82
		Ballia	4.06	4.12	3.81
		Balrampur	4.52	4.59	4.24
		Banda	5.62	5.70	5.27
		Barabanki	4.67	4.74	4.38
		Bareilly	4.70	4.77	4.41
		Basti	4.57	4.64	4.29
		Bijnor	4.91	4.98	4.60
		Bhadohi	4.50	4.57	4.22
		Bulandshahr	4.36	4.42	4.08
		Chandauli	5.18	5.26	4.86
		Chitrakoot	4.97	5.04	4.66
		Deoria	4.52	4.59	4.24
		Etah	4.13	4.19	3.87
		Etawah	4.16	4.22	3.90
		Faizabad	4.73	4.80	4.44
		Farrukhabad	5.49	5.57	5.15
		Fatehpur	3.97	4.03	3.72
		Firozabad	4.34	4.40	4.07
		Gautam Buddha Nagar	4.97	5.04	4.66
		Ghazipur	5.05	5.12	4.73
		Ghaziabad	4.95	5.02	4.64
		Gonda	4.01	4.07	3.76
		Gorakhpur	4.62	4.69	4.33
		Hamirpur	4.77	4.84	4.47
		Hapur	-	5.02	4.64
		Hardoi	4.28	4.34	4.01
		Hathras	3.82	3.88	3.59
		Jalaun	4.00	4.06	3.75
		Jaunpur	3.62	3.67	3.39
		Jhansi	3.57	3.62	3.35
		Jyotiba Phule Nagar	4.96	5.03	4.65
		Kannauj	3.69	3.74	3.46
		Kanpur Dehat	3.55	3.60	3.33
		Kanpur Nagar	4.58	4.65	4.30
		Kashganj	2.36	2.39	2.21
		Kaushambi	4.20	4.26	3.94
		Kushinagar	3.12	3.17	2.93
		Lakhimpur Kheri	4.31	4.37	4.04
		Lalitpur	2.36	2.39	2.21
		Lucknow	4.64	4.71	4.35
		Maharajganj	4.46	4.52	4.18

		Mahoba	4.89	4.96	4.58
		Mainpuri	4.19	4.25	3.93
		Mathura	3.85	3.91	3.61
		Mau	4.57	4.64	4.29
		Meerut	4.45	4.51	4.17
		Mirzapur	3.80	3.86	3.57
		Moradabad	4.18	4.24	3.92
		Muzaffarnagar	4.23	4.29	3.96
		Pilibhit	4.70	4.77	4.41
		Pratapgarh	4.06	4.12	3.81
		Rae Bareli	4.27	4.33	4.00
		Rampur	4.65	4.72	4.36
		Saharanpur	4.13	4.19	3.87
		Sambhal	-	4.24	3.92
		Sant Kabir Nagar	5.41	5.49	5.07
		Sant Ravidas Nagar	3.88	3.94	3.64
		Shahjahanpur	4.58	4.65	4.30
		Shamli	-	4.29	3.96
		Shrawasti	5.62	5.70	5.27
		Siddharthnagar	4.24	4.30	3.97
		Sitapur	4.47	4.53	4.19
		Sonbhadra	3.92	3.98	3.68
		Sultanpur	3.70	3.75	3.47
		Unnao	4.33	4.39	4.06
		Varanasi	5.18	5.26	4.86
22	Uttarakhand	Almora	2.36	2.39	2.21
		Bageshwar	2.36	2.39	2.21
		Chamoli	2.36	2.39	2.21
		Champawat	2.36	2.39	2.21
		Dehradun	4.93	5.00	4.62
		Haridwar	4.62	4.69	4.33
		Nainital	3.92	3.98	3.68
		Pauri Garhwal	5.62	5.70	5.27
		Pithoragarh	2.56	2.60	2.40
		Rudraprayag	2.98	3.02	2.79
		Tehri Garhwal	3.49	3.54	3.27
		Udham Singh Nagar	5.73	5.81	5.37
		Uttarkashi	2.36	2.39	2.21
23	West Bengal	Bankura	5.27	5.35	4.94
		Bardhaman	5.43	5.51	5.09
		Birbhum	4.93	5.00	4.62
		Cooch Behar	4.88	4.95	4.57
		Darjiling	5.62	5.70	5.27
		East Midnapore	4.87	4.94	4.57
		Hooghly	4.46	4.52	4.18

		Howrah	4.67	4.74	4.38
		Jalpaiguri	5.42	5.50	5.08
		Kolkata	3.57	3.62	3.35
		Malda	3.57	3.62	3.35
		Murshidabad	5.27	5.35	4.94
		Nadia	5.62	5.70	5.27
		North 24 Parganas	5.57	5.65	5.22
		North Dinajpur	3.78	3.83	3.54
		Puruliya	4.34	4.40	4.07
		South 24 Parganas	4.00	4.06	3.75
		South Dinajpur	2.56	2.60	2.40
		West Midnapore	5.62	5.70	5.27

Annexure IV

S. No.	RakePoint Id	RakePoint Name	Fms District	Fms state
1	AD	Adoni-Rkpt	Kurnool	Andhra Pradesh
2	AMD1	Amdalavalasa-Rkpt	Srikakulam	Andhra Pradesh
3	AKP	Anakapalli-Rkpt	Visakhapatnam	Andhra Pradesh
4	ANA2	Anantapur-Rkpt	Anantapur	Andhra Pradesh
5	BMV	Bhimavaram-Rkpt	West Godavari	Andhra Pradesh
6	BVL	Bikkavolu-Rkpt	East Godavari	Andhra Pradesh
7	CLX	Chirala-Rkpt	Prakasam	Andhra Pradesh
8	CTO	Chittoor-Rkpt	Chittoor	Andhra Pradesh
9	DWP	Dwarapudi-Rkpt	East Godavari	Andhra Pradesh
10	EE	Eluru-Rkpt	West Godavari	Andhra Pradesh
11	GDV	Gudivada-Rkpt	Krishna	Andhra Pradesh
12	GNT	Guntur Rp-Rkpt	Guntur	Andhra Pradesh
13	COA	Kakinada-Rkpt	East Godavari	Andhra Pradesh
14	KLM	Kamalapuram-Rkpt	Kadapa	Andhra Pradesh
15	KRNT	Karnool Town-Rkpt	Kurnool	Andhra Pradesh
16	KCC	Krishna Canal-Rkpt	Krishna	Andhra Pradesh
17	KPN	Kuppam-Rkpt	Chittoor	Andhra Pradesh
18	KUR1	Kurnool-Rkpt	Kurnool	Andhra Pradesh
19	MPT	Machilipatnam-Rkpt	Krishna	Andhra Pradesh
20	MDN	Muddanur-Rkpt	Kadapa	Andhra Pradesh
21	NDL	Nandyal-Rkpt	Kurnool	Andhra Pradesh
22	NRT	Narasaraopet-Rkpt	Guntur	Andhra Pradesh
23	NPR	Narsipatnam Road-Rkpt	Visakhapatnam	Andhra Pradesh
24	NEL1	Nellore-Rkpt	Nellore	Andhra

				Pradesh
25	NID	Nidamanuru-Rkpt	Krishna	Andhra Pradesh
26	OGL	Ongole-Rkpt	Prakasam	Andhra Pradesh
27	PGU	Padugupadu-Rkpt	Nellore	Andhra Pradesh
28	RYK	Railway Kodur-Rkpt	Kadapa	Andhra Pradesh
29	RMP	Rajampet-Rkpt	Kadapa	Andhra Pradesh
30	RAM	Ramachandrapuram-Rkpt	East Godavari	Andhra Pradesh
31	RVD	Ravikampadu-Rkpt	East Godavari	Andhra Pradesh
32	RYP	Rayanapadu-Rkpt	Krishna	Andhra Pradesh
33	REP	Reddipalam-Rkpt	Guntur	Andhra Pradesh
34	RU	Renigunta-Rkpt	Chittoor	Andhra Pradesh
35	SML	Samalkot-Rkpt	East Godavari	Andhra Pradesh
36	CHE	Srikakulam Road-Rkpt	Srikakulam	Andhra Pradesh
37	SDM	Suareddipalem-Rkpt		Andhra Pradesh
38	TDD	Tadepalligudem-Rkpt	West Godavari	Andhra Pradesh
39	TN KU	Tanuku-Rkpt	West Godavari	Andhra Pradesh
40	TEL	Tenali-Rkpt	Guntur	Andhra Pradesh
41	TNI	Tuni-Rkpt	East Godavari	Andhra Pradesh
42	BZA	Vijayawada Jn-Rkpt	Krishna	Andhra Pradesh
43	VZP	Vishakhapatnam-Rkpt	Visakhapatnam	Andhra Pradesh
44	VZM	Vizianagaram-Rkpt	Vizianagaram	Andhra Pradesh
45	YLM	Yellamanchili-Rkpt	Visakhapatnam	Andhra Pradesh
46	HX	Y.S.R.-Rkpt	Kadapa	Andhra Pradesh
47	AZA	Azara-Rkpt	Kamrup	Assam
48	BPRD	Barpeta Road-Rkpt	Barpeta	Assam
49	NBQ	Bongaigaon-Rkpt	Bongaigaon	Assam

50	CGS	Changsari-Rkpt	Kamrup	Assam
51	DKM	Dikom-Rkpt	Dibrugarh	Assam
52	FKM	Fakiragram-Rkpt	Goalpara	Assam
53	FKG	Furkating-Rkpt	Golaghat	Assam
54	GOGH	Gasaigaon-Rkpt	Goalpara	Assam
55	GOM	Gogamukh-Rkpt	Lakhimpur	Assam
56	GUNE	Guahati-NE	Kamrup	Assam
57	GHY	Guwahati-Rkpt	Kamrup	Assam
58	HMY	Haarmuti-Rkpt	Lakhimpur	Assam
59	HBN	Haibaorgaon-Rkpt	Nagaon	Assam
60	HJI	Hojai-Rkpt	Nagaon	Assam
61	JID	Jagi Road-Rkpt	Marigaon	Assam
62	JPZ	Jogighopa-Rkpt	Goalpara	Assam
63	JTTN	Jorhat-Rkpt	Jorhat	Assam
64	KXZ	Karimganj-Rkpt	Karimganj	Assam
65	KOJ	Kokrajhar-Rkpt	Goalpara	Assam
66	LHL	Lahoal-Rkpt	Dibrugarh	Assam
67	LXA	Lakwa-Rkpt	Sivasagar	Assam
68	NGC	New Guahati-Rkpt	Kamrup	Assam
69	NTSK	New Tinsukia-Rkpt	Tinsukia	Assam
70	NLP	N.lakhimpur-Rkpt	Lakhimpur	Assam
71	RNY	Rangia-Rkpt	Kamrup	Assam
72	SCA	Salchapra-Rkpt	Cachar	Assam
73	SPTR	Silampathar-Rkpt	Lakhimpur	Assam
74	SINE	Silchar-NE	Cachar	Assam
75	SCL	Silchar-Rkpt	Cachar	Assam
76	TENE	Tezpur-NE	Sonitpur	Assam
77	TZBT	Tezpur-Rkpt	Sonitpur	Assam
78	TSKG	Tinsukiya-Rkpt	Tinsukia	Assam
79	TTB	Titabar-Rkpt	Sivasagar	Assam
80	AUBR	Anugrah Narayan Road-Rkpt	Aurangabad	Bihar
81	ARA	Ara Jn.-Rkpt	Bhojpur	Bihar
82	BMKI	Bapu Dham Motihari-Rkpt	East Champaran	Bihar
83	BJU	Barauni Jn.-Rkpt	Begusarai	Bihar
84	BGS	Begusarai Jn.-Rkpt	Begusarai	Bihar
85	BLGJ	Belanganj-Rkpt	Gaya	Bihar
86	BTH	Bettiah-Rkpt	West Champaran	Bihar
87	BBU	Bhabhua Road-Rkpt	Kaimur	Bihar
88	BGP	Bhagalpur Jn.-Rkpt	Bhagalpur	Bihar
89	BEHS	Bihar Sharif-Rkpt	Nalanda	Bihar
90	BXR	Buxar-Rkpt	Buxar	Bihar
91	CCA	Chakia-Rkpt	Muzaffarpur	Bihar

92	CHPG	Chhapra Gramin-Rkpt	Saran	Bihar
93	CPR	Chhapra Jn.-Rkpt	Saran	Bihar
94	DVM	Dalbhumgarh-Rkpt	Purnia	Bihar
95	DNR	Danapur-Rkpt	Gaya	Bihar
96	DBG	Darbhangha-Rkpt	Darbhangha	Bihar
97	DMH	Dauram Madhepura-Rkpt	Madhepura	Bihar
98	DOS	Dehri-on-sone-Rkpt	Rohtas	Bihar
99	FUT	Fatuha-Rkpt	Patna	Bihar
100	FBG	Forbeshganj-Rkpt	Purnia	Bihar
101	RPGAYA	Gaya Jn.-Rkpt	Gaya	Bihar
102	HJP	Hajipur Jn.-Rkpt	Vaishali	Bihar
103	HAT	Hathua-Rkpt	Gopalganj	Bihar
104	JMP	Jamalpur Jn.-Rkpt	Munger	Bihar
105	JMU	Jamui-Rkpt	Jamui	Bihar
106	JHD	Jehanabad-Rkpt	Jehanabad	Bihar
107	JBN	Jogbani-Rkpt	Purnia	Bihar
108	KPGM	Karpurigram-Rkpt	Samastipur	Bihar
109	KIRB	Katihar Jn.-Rkpt	Katihar	Bihar
110	KGG	Khagaria Jn.-Rkpt	Khagaria	Bihar
111	KNE	Kishanganj-Rkpt	Kishanganj	Bihar
112	LSI	Laheria Sarai-Rkpt	Darbhangha	Bihar
113	LKR	Luckee Sarai-Rkpt	Gaya	Bihar
114	MGR	Monghyr-Rkpt	Bhagalpur	Bihar
115	MKI	Motihari-Rkpt	East Champaran	Bihar
116	NRPA	Narayanpur Anant-Rkpt	Muzaffarpur	Bihar
117	NNA	Naugachhia-Rkpt	Bhagalpur	Bihar
118	PNBG	Patna Rajendra Nagar-Rkpt	Patna	Bihar
119	PTJA	Pitonjia-Rkpt	Muzaffarpur	Bihar
120	PRNA	Purnia-Rkpt	Purnia	Bihar
121	RNX	Ranipatra-Rkpt	Purnia	Bihar
122	RXL	Raxaul-Rkpt	West Champaran	Bihar
123	SHE	Saharsa Jn-Rkpt	Saharsa	Bihar
124	SHC	Saharsa-Rkpt	Saharsa	Bihar
125	SRI	Salmari-Rkpt	Purnia	Bihar
126	SPJ	Samastipur Jn.-Rkpt	Samastipur	Bihar
127	SAI	Sarai-Rkpt	Vaishali	Bihar
128	SSM	Sasaram Jn.-Rkpt	Rohtas	Bihar
129	SMI	Sitamarhi-Rkpt	Sitamarhi	Bihar
130	SV	Siwan Jn.-Rkpt	Siwan	Bihar
131	TZTP	Tezpur-Rkpt	East	Bihar

			Champanan	
132	WRS	Warshali Ganj-Rkpt	Nawada	Bihar
133	CDG	Chandigarh-RKPT		Chandigarh
134	AKT	Akaltara-Rkpt	Janjgir- Champa	Chattisgarh
135	BAG1	Bagbahara-Rkpt	Mahasamund	Chattisgarh
136	BXA	Balod-Rkpt	Durg	Chattisgarh
137	BUA	Baradwar-Rkpt	Janjgir- Champa	Chattisgarh
138	BYT	Bhatapara-Rkpt	Raipur	Chattisgarh
139	BIA	Bhilai Goods Shed- Rkpt	Durg	Chattisgarh
140	BSP	Bilaspur-Rkpt	Bilaspur	Chattisgarh
141	BLH	Bilha-Rkpt	Bilaspur	Chattisgarh
142	BSPR	Bishrampur-Rkpt	Surguja	Chattisgarh
143	SGBB	Devbaloda-Rkpt	Durg	Chattisgarh
144	RPDURG	Durg-Rkpt	Durg	Chattisgarh
145	RHIH	Hatband-Rkpt	Raipur	Chattisgarh
146	JDB	Jagdarpur-Rkpt	Jagdarpur	Chattisgarh
147	KHS	Kharsia-Rkpt	Raigarh	Chattisgarh
148	KMI	Kumhari-Rkpt	Durg	Chattisgarh
149	KUM1	Kumhari-Rkpt	Dhamtari	Chattisgarh
150	MSMD	Mahasamund-Rkpt	Mahasamund	Chattisgarh
151	MNDH	Mandir Hasaud-Rkpt	Raipur	Chattisgarh
152	MCFK	Ms Chidambaram Chemicals & Fertilizers Ltd-Rkpt	Durg	Chattisgarh
153	NIA	Naila-Rkpt	Janjgir- Champa	Chattisgarh
154	RIG	Raigarh-Rkpt	Raigarh	Chattisgarh
155	RSD	Raipur-Rkpt	Raipur	Chattisgarh
156	RJN	Rajnandgaon-Rkpt	Rajnandgaon	Chattisgarh
157	SLH	Silari-Rkpt	Raipur	Chattisgarh
158	TLD	Tilda-Rkpt	Raipur	Chattisgarh
159	USL	Uslapur-Rkpt	Bilaspur	Chattisgarh
160	VIS1	Vishrampur-Rkpt	Surguja	Chattisgarh
161	WGCR	W.R.S.Goods Shed- Rkpt	Raipur	Chattisgarh
162	SILR	Silvasa-Rkpt	Dadra and Nagar Haveli	Dadra & Nagar Haveli
163	STDN	Surat(DNH)-Rkpt	Dadra and Nagar Haveli	Dadra & Nagar Haveli
164	BLDH	Valsad(DNH)-Rkpt	Dadra and Nagar Haveli	Dadra & Nagar Haveli
165	STDD	Surat(DD)-Rkpt	Daman and	Daman & Diu

			Diu	
166	BLDD	Valsad(DD)-Rkpt	Daman and Diu	Daman & Diu
167	VEN	Verna-Rkpt	South Goa	GOA
168	AE	Amreli-Rkpt	Amreli	Gujarat
169	ANND	Anand-Rkpt	Anand	Gujarat
170	AKV	Ankleshwar-Rkpt	Bharuch	Gujarat
171	BIY	Bardoli-Rkpt	Surat	Gujarat
172	BH	Bharuch-Rkpt	Bharuch	Gujarat
173	BVC	Bhavnagar-Rkpt	Bhavnagar	Gujarat
174	BLD	Bhilad-Rkpt	Valsad	Gujarat
175	BTD	Botad-Rkpt	Bhavnagar	Gujarat
176	CHM	Chalthan-Rkpt	Surat	Gujarat
177	CHP	Chhapi-Rkpt	Banas Kantha	Gujarat
178	DHD	Dahod-Rkpt	Dahod	Gujarat
179	DISA	Deesa-Rkpt	Banas Kantha	Gujarat
180	DAS	Dhola-Rkpt	Bhavnagar	Gujarat
181	DOK	Dholka-Rkpt	Ahmedabad	Gujarat
182	GIMB	Gandhidham-Rkpt	Kutch	Gujarat
183	GDA	Godhara-Rkpt	Panch Mahals	Gujarat
184	GDL	Gondal-Rkpt	Rajkot	Gujarat
185	HMT	Himmatnagar-Rkpt	Sabar Kantha	Gujarat
186	CWCJ	Jakhwada(Continental)-RKPT		Gujarat
187	HAPA	Jamnagar(hapa)-Rkpt	Jamnagar	Gujarat
188	JND	Junagadh-Rkpt	Junagadh	Gujarat
189	KKF	Kankaria-Rkpt	Ahmedabad	Gujarat
190	LMO	Liliyamota	Amreli	Gujarat
191	MHA	Madhapur-Rkpt	Rajkot	Gujarat
192	MSH	Mehsana-Rkpt	Mahesana	Gujarat
193	ND	Nadiad-Rkpt	Kheda	Gujarat
194	NVS	Navsari-Rkpt	Navsari	Gujarat
195	NBVJ	New Bhuj-Rkpt	Kutch	Gujarat
196	PNU	Palanpur-Rkpt	Banas Kantha	Gujarat
197	RGSR	Rajkot Good Shed-Rkpt	Rajkot	Gujarat
198	RJT	Rajkot-Rkpt	Rajkot	Gujarat
199	RNO	Ranoli-Rkpt	Vadodara	Gujarat
200	SID	Siddhpur-Rkpt	Patan	Gujarat
201	ST	Surat-Rkpt	Surat	Gujarat
202	SUNR	Surendranagar-Rkpt	Surendranagar	Gujarat
203	BRC	Vadodara-Rkpt	Vadodara	Gujarat
204	BL	Valsad-Rkpt	Valsad	Gujarat
205	VTJ	Vartej-Rkpt	Bhavnagar	Gujarat
206	UMB	Ambala Cantt-Rkpt	Ambala	Harayana

207	UBC	Ambala-Rkpt	Ambala	Harayana
208	AMB2	Ambala-Rkpt	Panchkula	Harayana
209	BHT	Bhattu-Rkpt	Fatehabad	Harayana
210	BNW	Bhiwani-Rkpt	Bhiwani	Harayana
211	GHNA	Gohana-Rkpt	Sonipat	Harayana
212	HNS	Hansi-Rkpt	Hisar	Harayana
213	HSR	Hisar-Rkpt	Hisar	Harayana
214	JAG2	Jagadhari-JAG2-Rkpt	Yamunanagar	Harayana
215	JUD	Jagadhari-JUD-Rkpt	Yamunanagar	Harayana
216	JHL	Jakhal Jn.-Rkpt	Fatehabad	Harayana
217	PCED	Jattipur(Continental)-RKPT		Harayana
218	JCY	Jind-Rkpt	Jind	Harayana
219	KLE	Kaithal-Rkpt	Kaithal	Harayana
220	KNL	Kalanwali-Rkpt	Sirsa	Harayana
221	KUN	Karnal-Rkpt	Karnal	Harayana
222	KORI	Khori-Rkpt	Rewari	Harayana
223	KKDE	Kurukshetra-Rkpt	Kurukshetra	Harayana
224	ADR	Mandi Adampur-Rkpt	Hisar	Harayana
225	MBY	Mandi Dabwali-Rkpt	Sirsa	Harayana
226	NNL	Narnaul-Rkpt	Mahendragarh	Harayana
227	NRW	Narwana-Rkpt	Jind	Harayana
228	PWL	Palwal-Rkpt	Palwal	Harayana
229	PNP	Panipat-Rkpt	Panipat	Harayana
230	RE	Rewari-Rkpt	Rewari	Harayana
231	ROK	Rohtak-Rkpt	Rohtak	Harayana
232	SFDE	Safidon-Rkpt	Jind	Harayana
233	STD	Satrod-Rkpt	Hisar	Harayana
234	SHDM	Shahabad Markanda-Rkpt	Kurukshetra	Harayana
235	SSA	Sirsa-Rkpt	Sirsa	Harayana
236	SNP	Sonipat-Rkpt	Sonipat	Harayana
237	TUN	Tohana-Rkpt	Fatehabad	Harayana
238	BOAY	Bilaspur-Rkpt	Bilaspur	Himachal Pradesh
239	CHB	Chakki Bank(Kangra)-Rkpt	Kangra	Himachal Pradesh
240	CHA	Chandigarh(HP)-Rkpt	Shimla	Himachal Pradesh
241	SOAH	Hamirpur-Rkpt	Hamirpur	Himachal Pradesh
242	HOS	Hoshiarpur(Una)-Rkpt	Una	Himachal Pradesh
243	SOAK	Kullu-Rkpt	Kullu	Himachal

				Pradesh
244	ANA1	Anantnag-Rkpt	Jammu	J&K
245	BAR1	Baramulla-Rkpt	Jammu	J&K
246	BISH	Bishnah-Rkpt	Jammu	J&K
247	BUD1	Budgam-Rkpt	Jammu	J&K
248	DOD1	Doda-Rkpt	Jammu	J&K
249	JAM1	Jammu-Rkpt	Jammu	J&K
250	JAT	Jammu Tawi-Rkpt	Jammu	J&K
251	KAR1	Kargil-Rkpt	Jammu	J&K
252	KAT1	Kathua-Rkpt	Jammu	J&K
253	KUP1	Kupwara-Rkpt	Jammu	J&K
254	RPLEH	Leh-Rkpt	Jammu	J&K
255	POO	Poonch-Rkpt	Jammu	J&K
256	PUL2	Pulwama-Rkpt	Jammu	J&K
257	RAJ1	Rajauri-Rkpt	Jammu	J&K
258	SAM1	Samba-Rkpt	Jammu	J&K
259	AWAN	Srinagar/Awantipura-Rkpt	Pulwama	J&K
260	NOWG	Srinagar/Nowgam-Rkpt	Budgam	J&K
261	SOMU	Srinagar out Agency-Rkpt	Srinagar	J&K
262	SIGP	Srinagar-Rkpt	Srinagar	J&K
263	SRI1	Srinagar-Rkpt	Jammu	J&K
264	UDH	Udhampur-Rkpt	Udhampur	J&K
265	UDH1	Udhampur-Rkpt	Jammu	J&K
266	VJPJ	Vijaypur Jammu-Rkpt	Jammu	J&K
267	DTO	Daltonganj-Rkpt	Palamu	Jharkhand
268	DHN	Dhanbad-Rkpt	Dhanbad	Jharkhand
269	DUMK	Dumka-Rkpt	Dumka	Jharkhand
270	GHD	Garhwa Road-Rkpt	Garhwa	Jharkhand
271	HTE	Hatia-Rkpt	Ranchi	Jharkhand
272	HZD	Hazaribagh Rd-Rkpt	Hazaribag	Jharkhand
273	JSME	Jasidih-Rkpt	Deoghar	Jharkhand
274	KQR	Koderma-Rkpt	Koderma	Jharkhand
275	LAD	Lahardaga-Rkpt	Ranchi	Jharkhand
276	MDP	Madhupur-Rkpt	Deoghar	Jharkhand
277	MUW	Mathurapur-Rkpt	Deoghar	Jharkhand
278	NKM	Namkom-Rkpt	Ranchi	Jharkhand
279	SBG	Sahebgunj-Rkpt	Sahibganj	Jharkhand
280	TNG	Tatanagar-Rkpt	East Singhbhum	Jharkhand
281	AVC	Amaravathi Colony-Rkpt	Davangere	Karnataka
282	ANKL	Ankola-Rkpt	North Kannada	Karnataka

283	BGK	Bagalkot-Rkpt	Bagalkot	Karnataka
284	BWT	Bangarpet-Rkpt	Kolar	Karnataka
285	BGM	Belgaum-Rkpt	Belgaum	Karnataka
286	BAY	Bellary-Rkpt	Bellary	Karnataka
287	BIDR	Bidar-Rkpt	Bidar	Karnataka
288	BJP	Bijapur-Rkpt	Bijapur	Karnataka
289	CLR	Castle Rock-Rkpt	North Kannada	Karnataka
290	CTA	Chitradurga-Rkpt	Chitradurga	Karnataka
291	DVG	Davanegere-Rkpt	Davangere	Karnataka
292	GDG	Gadag-Rkpt	Gadag	Karnataka
293	GPB	Ghataprabha-Rkpt	Belgaum	Karnataka
294	GKK	Gokak-Rkpt	Belgaum	Karnataka
295	GR	Gulbarga-Rkpt	Gulbarga	Karnataka
296	GNJ	Gunji-Rkpt	Belgaum	Karnataka
297	HAS	Hassan-Rkpt	Hassan	Karnataka
298	HVR	Haveri-Rkpt	Haveri	Karnataka
299	HPT	Hospet-Rkpt	Bellary	Karnataka
300	UBL	Hubli-Rkpt	Dharwad	Karnataka
301	DRU	Kadur-Rkpt	Chickmagalur	Karnataka
302	KGW	Kariganuru-Rkpt	Bellary	Karnataka
303	KAWR	Karwar-Rkpt	North Kannada	Karnataka
304	KBL	Koppal-Rkpt	Koppal	Karnataka
305	KDAG	Kyatasandra-Rkpt	Tum-kur	Karnataka
306	MYA	Mandya-Rkpt	Mandya	Karnataka
307	PNMB	Mangalore-Rkpt	South Kannada	Karnataka
308	MRB	Munirabad-Rkpt	Koppal	Karnataka
309	MYS	Mysore-Rkpt	Mysore	Karnataka
310	NVU	Navalur-Rkpt	Dharwad	Karnataka
311	RBG	Raibag-Rkpt	Belgaum	Karnataka
312	RC	Raichur-Rkpt	Raichur	Karnataka
313	RNR	Ranibennur-Rkpt	Haveri	Karnataka
314	SMET	Shimoga Town-Rkpt	Shimoga	Karnataka
315	TK	Tumkur-Rkpt	Tum-kur	Karnataka
316	UD	Udupi-Rkpt	Udupi	Karnataka
317	SGWF	Whitefield-Rkpt	Bangalore Urban	Karnataka
318	YG	Yadgir-Rkpt	Gulbarga	Karnataka
319	ALLP	Alappuzha-Rkpt	Alappuzha	Kerala
320	AWY	Alwaye-Rkpt	Ernakulam	Kerala
321	AAM	Angadipuram-Rkpt	Malappuram	Kerala
322	WH	Calicut-Rkpt	Kozhikode	Kerala
323	KLMR	Kalamasseri-Rkpt	Ernakulam	Kerala
324	KUL	Kallayi-Rkpt	Kozhikode	Kerala
325	CAN	Kannur-Rkpt	Kannur	Kerala
326	KAYA	Kayamkulam-Rkpt	Alappuzha	Kerala
327	KTYM	Kottayam-Rkpt	Kottayam	Kerala

328	CLT	Kozhikode-Rkpt	Kozhikode	Kerala
329	OLR	Ollur-Rkpt	Thrissur	Kerala
330	PGTN	Palaghat-Rkpt	Palakkad	Kerala
331	PGT	Palakkad-Rkpt	Palakkad	Kerala
332	PAL1	Palakkad Town-Rkpt	Palakkad	Kerala
333	QLN	QUILON-Rkpt	Kollam	Kerala
334	TPR	Trichur-Rkpt	Thrissur	Kerala
335	VAPM	Valapattanam-Rkpt	Kannur	Kerala
336	WES1	West Hill-Rkpt	Kozhikode	Kerala
337	ASKN	Ashoknagar-Rkpt	Ashoknagar	Madhya Pradesh
338	BTC	Balaghat-Rkpt	Balaghat	Madhya Pradesh
339	BAN2	Banapura-Rkpt	Hoshangabad	Madhya Pradesh
340	BEHR	Beohari-Rkpt	Shahdol	Madhya Pradesh
341	BZU	Betul-Rkpt	Betul	Madhya Pradesh
342	BHN	Bhind-Rkpt	Bhind	Madhya Pradesh
343	BPL	Bhopal-Rkpt	Bhopal	Madhya Pradesh
344	BINA	Bina-Rkpt	Sagar	Madhya Pradesh
345	BRRG	Biyavra Rajgarh	Rajgarh	Madhya Pradesh
346	BAU	Burhanpur-Rkpt	Burhanpur	Madhya Pradesh
347	CWA	Chhindwara-Rkpt	Chhindwara	Madhya Pradesh
348	DBA	Dabra-Rkpt	Gwalior	Madhya Pradesh
349	DMO	Damoh-Rkpt	Damoh	Madhya Pradesh
350	DAA	Datia-Rkpt	Datia	Madhya Pradesh
351	DWX	Dewas-Rkpt	Dewas	Madhya Pradesh
352	D	Dondaiche(Mah) Rkpt	Barwani	Madhya Pradesh
353	DDCE	Dundi-Rkpt	Jabalpur	Madhya Pradesh
354	GAR	Gadarwara-Rkpt	Narsinghpur	Madhya Pradesh
355	GAB	Ganj Basoda-Rkpt	Vidisha	Madhya Pradesh

356	GGGS	Garha Goodd Shed-Rkpt	Jabalpur	Madhya Pradesh
357	G	Gondia-Rkpt	Balaghat	Madhya Pradesh
358	GSPR	Goshalpur-Rkpt	Jabalpur	Madhya Pradesh
359	GUN	Guna-Rkpt	Guna	Madhya Pradesh
360	GWL	Gwalior-Rkpt	Gwalior	Madhya Pradesh
361	HD	Harda-Rkpt	Harda	Madhya Pradesh
362	HPP	Harpalpur-Rkpt	Chhatarpur	Madhya Pradesh
363	IND	Indore-Rkpt	Indore	Madhya Pradesh
364	ET	Itarsi-Rkpt	Hoshangabad	Madhya Pradesh
365	JBP	Jabalpur-Rkpt	Jabalpur	Madhya Pradesh
366	JKE	Jukehi-Rkpt	Katni	Madhya Pradesh
367	KEQ	Kachpura-Rkpt	Jabalpur	Madhya Pradesh
368	KY	Kareli-Rkpt	Narsinghpur	Madhya Pradesh
369	KMZ	Katni Murwara Rkpt	Katni	Madhya Pradesh
370	KAT2	Katni-Rkpt	Katni	Madhya Pradesh
371	KFPF	Kesar Multimodal Logistics Limited-RKPT	Hoshangabad	Madhya Pradesh
372	KNW	Khandwa-Rkpt	Khandwa	Madhya Pradesh
373	KHBJ	Khanna Banzari-Rkpt	Katni	Madhya Pradesh
374	LMNR	Lakshmibai Nagar-Rkpt	Indore	Madhya Pradesh
375	L	Lalitpur(up)-Rkpt	Tikamgarh	Madhya Pradesh
376	MML	Madanmahal-Rkpt	Jabalpur	Madhya Pradesh
377	MYR	Maihar-Rkpt	Satna	Madhya Pradesh
378	MDDP	Mandidip-Rkpt	Raisen	Madhya Pradesh
379	MDS	Mandsaur-Rkpt	Mandsour	Madhya Pradesh

380	MGG	Mangliya Gaon-Rkpt	Indore	Madhya Pradesh
381	MGN	Meghnagar-Rkpt	Jhabua	Madhya Pradesh
382	MEGH	Mehgaon-Rkpt	Satna	Madhya Pradesh
383	MEP	Mehidpur Road-Rkpt	Ujjain	Madhya Pradesh
384	MRA	Morena-Rkpt	Morena	Madhya Pradesh
385	MTY	Multai-Rkpt	Chhindwara	Madhya Pradesh
386	MMV	Nanwara-Rkpt	Katni	Madhya Pradesh
387	NU	Narsinghpur-Rkpt	Narsinghpur	Madhya Pradesh
388	NMH	Neemuch-Rkpt	Neemuch	Madhya Pradesh
389	NSZ	Nishatpura-Rkpt	Bhopal	Madhya Pradesh
390	NIWA	Niwari-Rkpt	Tikamgarh	Madhya Pradesh
391	PFR	Pachor-Rkpt	Rajgarh	Madhya Pradesh
392	PAR	Pandurna-Rkpt	Chhindwara	Madhya Pradesh
393	PPI	Piparia-Rkpt	Hoshangabad	Madhya Pradesh
394	RTM	Ratlam-Rkpt	Ratlam	Madhya Pradesh
395	REWA1	Rewa-Rkpt	Rewa	Madhya Pradesh
396	SGO	Sagar-Rkpt	Sagar	Madhya Pradesh
397	SMT	Salamatpur-Rkpt	Raisen	Madhya Pradesh
398	STA	Satna-Rkpt	Satna	Madhya Pradesh
399	SEH	Sehore-SEH-Rkpt	Sehore	Madhya Pradesh
400	SHO	Sehore-SHO-Rkpt	Sehore	Madhya Pradesh
401	SDL	Shadol-Rkpt	Shahdol	Madhya Pradesh
402	SFY	Shajapur-Rkpt	Shajapur	Madhya Pradesh
403	SGZ	Shamgarh-Rkpt	Mandsour	Madhya Pradesh
404	SVPI	Shivpuri-Rkpt	Shivpuri	Madhya

				Pradesh
405	TBN	Timarni-Rkpt	Harda	Madhya Pradesh
406	UJN	Ujjain-Rkpt	Ujjain	Madhya Pradesh
407	BHS	Vidisha-Rkpt	Vidisha	Madhya Pradesh
408	VRG	Vikram Nagar-Rkpt	Ujjain	Madhya Pradesh
409	ANG	Ahmadnagar-Rkpt	Ahmednagar	Maharashtra
410	AK	Akola-Rkpt	Akola	Maharashtra
411	AN	Amalner-Rkpt	Jalgaon	Maharashtra
412	ABH	Ambernath-Rkpt	Thane	Maharashtra
413	AMI	Amravati-Rkpt	Amravati	Maharashtra
414	AWB	Aurangabad-Rkpt	Aurangabad	Maharashtra
415	BD	Badnera-Rkpt	Amravati	Maharashtra
416	BPQ	Ballarshah-Rkpt	Chandrapur	Maharashtra
417	BRMT	Baramati-Rkpt	Pune	Maharashtra
418	BMF	Basmat-Rkpt	Hingoli	Maharashtra
419	BAP	Belapur-Rkpt	Ahmednagar	Maharashtra
420	BGM1	Belgaum-Rkpt	Kolhapur	Maharashtra
421	BGVN	Bhigwan-Rkpt	Pune	Maharashtra
422	BSL	Bhusawal-Rkpt	Jalgaon	Maharashtra
423	BGN	Borgaon-Rkpt	Akola	Maharashtra
424	DLIB	Borkhedi-RKPT		Maharashtra
425	BTBR	Buti Bori-Rkpt	Nagpur	Maharashtra
426	CSN	Chaligaon-Rkpt	Jalgaon	Maharashtra
427	CD	Chandrapur-Rkpt	Chandrapur	Maharashtra
428	CHI	Chiplun	Ratnagiri	Maharashtra
429	DD	Daund-Rkpt	Pune	Maharashtra
430	DMG	Dhamangaon-Rkpt	Amravati	Maharashtra
431	DMN	Dhamangaon-Rkpt	Yavatmal	Maharashtra
432	DHI	Dhule-Rkpt	Dhule	Maharashtra
433	DDE	Dondaiche-Rkpt	Dhule	Maharashtra
434	GIT	Ghorpuri-Rkpt	Pune	Maharashtra
435	GDI	Gondia-Rkpt	Gondia	Maharashtra
436	GRMT	Gurmarket-Rkpt	Kolhapur	Maharashtra
437	HGT	Hinganghat-Rkpt	Wardha	Maharashtra
438	HNL	Hingoli(Deccan)-Rkpt	Hingoli	Maharashtra
439	J	Jalana-Rkpt	Jalna	Maharashtra
440	JL	Jalgaon-Rkpt	Jalgaon	Maharashtra
441	JJR	Jejuri-Rkpt	Pune	Maharashtra
442	KLMG	Kalamboli-Rkpt	Raigarh	Maharashtra
443	KSWR	Kalmashwar-Rkpt	Nagpur	Maharashtra
444	KYN	Kalyan-Rkpt	Thane	Maharashtra

445	KNHN	Kanhan-Rkpt	Nagpur	Maharashtra
446	KRD	Karad-Rkpt	Satara	Maharashtra
447	KK	Khadki-Rkpt	Pune	Maharashtra
448	KMN	Khamgaon-Rkpt	Buldhana	Maharashtra
449	KW	Kherwadi-Rkpt	Nashik	Maharashtra
450	KHR	Kolhapur-Rkpt	Kolhapur	Maharashtra
451	KPG	Kopergaon-Rkpt	Ahmednagar	Maharashtra
452	KUDL	Kudal-Rkpt	Sindhudurg	Maharashtra
453	KWV	Kurduwadi-Rkpt	Solapur	Maharashtra
454	LS	Lasalgaon-Rkpt	Nashik	Maharashtra
455	LUR	Latur-Rkpt	Latur	Maharashtra
456	LNN	Lonand-Rkpt	Satara	Maharashtra
457	MKU	Malkapur-Rkpt	Buldhana	Maharashtra
458	MTDI	Maltekdi-Rkpt	Nanded	Maharashtra
459	MMR	Manmad-Rkpt	Nashik	Maharashtra
460	MRJ	Miraj-Rkpt	Sangli	Maharashtra
461	NGTN	Nagothane-Rkpt	Raigarh	Maharashtra
462	NGP	Nagpur-Rkpt	Nagpur	Maharashtra
463	NED	Nanded-Rkpt	Nanded	Maharashtra
464	NGN	Nandgaon-Rkpt	Nashik	Maharashtra
465	NDB	Nandurbar-Rkpt	Nandurbar	Maharashtra
466	NK	Nasik Road-Rkpt	Nashik	Maharashtra
467	NR	Niphad-Rkpt	Nashik	Maharashtra
468	OSM	Osmanabad Goods Shed-Rkpt	Osmanabad	Maharashtra
469	PC	Pachora-Rkpt	Jalgaon	Maharashtra
470	PVR	Pandharpur-Rkpt	Solapur	Maharashtra
471	PS	Paras-Rkpt	Akola	Maharashtra
472	PBN	Parbhani-Rkpt	Parbhani	Maharashtra
473	PRLI	Parli Vaijyanath-Rkpt	Beed	Maharashtra
474	PEN	Pen-Rkpt	Raigarh	Maharashtra
475	PMKT	Pimpalkutti-Rkpt	Yavatmal	Maharashtra
476	PLO	Pulgaon-Rkpt	Wardha	Maharashtra
477	RPPUNE	Pune-Rkpt	Pune	Maharashtra
478	PB	Puntamba-Rkpt	Ahmednagar	Maharashtra
479	RRI	Rahuri-Rkpt	Nashik	Maharashtra
480	KRYL	Rama Krishi Rasayan Ltd Loni-Rkpt	Pune	Maharashtra
481	RN	Ratnagiri-Rkpt	Ratnagiri	Maharashtra
482	RV	Raver-Rkpt	Jalgaon	Maharashtra
483	ROHA	Roha-Rkpt	Raigarh	Maharashtra
484	YL	Ryola-Rkpt	Nashik	Maharashtra
485	SLI	Sangli-Rkpt	Sangli	Maharashtra

486	SSV	Saswad Road-Rkpt	Pune	Maharashtra
487	STR	Satara-Rkpt	Satara	Maharashtra
488	SWV	Sawantwadi-Rkpt	Sindhudurg	Maharashtra
489	SIV	Sivni Shivapur-Rpkt	Akola	Maharashtra
490	SUR	Solapur-Rkpt	Solapur	Maharashtra
491	TPND	Taljola Panchanand-Rkpt	Thane	Maharashtra
492	TAPG	Turbhe Goodshed-Rkpt	Thane	Maharashtra
493	WSA	Wadsa-Rkpt	Gadchiroli	Maharashtra
494	WR	Wardha-Rkpt	Wardha	Maharashtra
495	WHM	Washim-Rkpt	Washim	Maharashtra
496	JRBM	Jiribam-Rkpt	Jiribam	Manipur
497	BHRAB	Bhairabi-Rkpt	Kolasib	Mizoram
498	DMV	Dimapur-Rkpt	Dimapur	Nagaland
499	BLS	Balasore-Rkpt	Baleswar	Orissa
500	BMB	Bamra-Rkpt	Sambalpur	Orissa
501	BRGA	Bargarh-Rkpt	Bargarh	Orissa
502	BAM	Berhampur-Rkpt	Ganjam	Orissa
503	BHC	Bhadrak-Rkpt	Bhadrak	Orissa
504	BBS	Bhubaneswar-Rkpt	Khordha	Orissa
505	BLGR	Bolangir-Rkpt	Balangir	Orissa
506	CTC	Cuttack-Rkpt	Cuttack	Orissa
507	DHA	Dhanmandal-Rkpt	Jajpur	Orissa
508	DNKL	Dhenkanal-Rkpt	Dhenkanal	Orissa
509	JNP	Jagannathpur-Rkpt	Ganjam	Orissa
510	JJKR	Jajpur Road-Rkpt	Jajpur	Orissa
511	JER	Jaleswar-Rkpt	Baleswar	Orissa
512	JYP	Jeypore-Rkpt	Koraput	Orissa
513	JSG	Jharsuguda-Rkpt	Jharsuguda	Orissa
514	KAN	Kantabanji-Rkpt	Balangir	Orissa
515	KSNG	Kesinga-Rkpt	Kalahandi	Orissa
516	KRAR	Khariar Road-Rkpt	Nuapada	Orissa
517	KUR	Khurda Road-Rkpt	Khordha	Orissa
518	RRP	Rairangpur-Rkpt	Mayurbhanj	Orissa
519	GP	Rajgangpur-Rkpt	Sundergarh	Orissa
520	CBSP	Rangiagarh-Rkpt	Jagatsinghapur	Orissa
521	RYDA	Rayagada-Rkpt	Rayagada	Orissa
522	ROU	Rourkela-Rkpt	Sundergarh	Orissa
523	ROP	Rupsa-Rkpt	Baleswar	Orissa
524	SBPY	Sambalpur City-Rkpt	Sambalpur	Orissa
525	SBP	Sambalpur-Rkpt	Sambalpur	Orissa
526	SON	Sonepur-Rkpt	Balangir	Orissa
527	TIG	Titlagarh-Rkpt	Balangir	Orissa

528	CBU	Chinnababusamudra m-Rkpt	Pondicherry	Pondicherry
529	CHDR	04-Rkpt	Mohali	Punjab
530	ABS	Abohar-Rkpt	Firozpur	Punjab
531	AJL	Ajitwal-Rkpt	Moga	Punjab
532	ASR	Amritsar-Rkpt	Amritsar	Punjab
533	BET	Bareta-Rkpt	Mansa	Punjab
534	BNN	Barnala-Rkpt	Barnala	Punjab
535	BAT	Batala-Rkpt	Gurdaspur	Punjab
536	BTI	Bathinda-Rkpt	Bathinda	Punjab
537	BGTN	Bhagtanwala-Rkpt	Amritsar	Punjab
538	BLZ	Budhlada-Rkpt	Mansa	Punjab
539	CHBR	Chakki Bank-Rkpt	Gurdaspur	Punjab
540	DDL	Dhandarikalana-Rkpt	Ludhiana	Punjab
541	DUI	Dhuri-Rkpt	Sangrur	Punjab
542	FDK	Faridkot-Rkpt	Faridkot	Punjab
543	FKA	Fazilka-Rkpt	Firozpur	Punjab
544	FZP	Firozpur-Rkpt	Firozpur	Punjab
545	GDB	Giddad Baha-Rkpt	Muktsar	Punjab
546	GNA	Goniana-Rkpt	Bathinda	Punjab
547	GSP	Gurdaspur-Rkpt	Gurdaspur	Punjab
548	HSX	Hoshiarpur-Rkpt	Hoshiarpur	Punjab
549	JGN	Jagraon-Rkpt	Ludhiana	Punjab
550	JUC	Jalandhar-Rkpt	Jalandhar	Punjab
551	JBD	Jallalabad-Rkpt	Firozpur	Punjab
552	JNL	Jandiala-Rkpt	Amritsar	Punjab
553	KHX	Kapurthala-Rkpt	Kapurthala	Punjab
554	KNN	Khanna-Rkpt	Ludhiana	Punjab
555	KKP	Kotkapura-Rkpt	Faridkot	Punjab
556	LDH	Ludhiana-Rkpt	Ludhiana	Punjab
557	MET	Malerkotla-Rkpt	Sangrur	Punjab
558	MOT	Malout-Rkpt	Muktsar	Punjab
559	MQS	Malsian Shahkot- Rkpt	Jalandhar	Punjab
560	MBY1	Mandi Dabwali-Rkpt	Muktsar	Punjab
561	GVG	Mandi Gobindgarh- Rkpt	Fatehgarh Sahib	Punjab
562	MSZ	Mansa-Rkpt	Mansa	Punjab
563	MAUR	Maur-Rkpt	Bathinda	Punjab
564	RPMOGA	Moga-Rkpt	Moga	Punjab
565	MKS	Muktsar-Rkpt	Muktsar	Punjab
566	NBA	Nabha-Rkpt	Patiala	Punjab
567	NRO	Nakodar-Rkpt	Jalandhar	Punjab
568	NSS	Nawanshar Doaba- Rkpt	Nawanshahr	Punjab

569	PTA	Patiala-Rkpt	Patiala	Punjab
570	PUL	Phul-Rkpt	Bathinda	Punjab
571	RPJ	Rajpura-Rkpt	Patiala	Punjab
572	RPAR	Rupnagar-Rkpt	Rupnagar	Punjab
573	SBSN	Saheed Bhagat Singh Nagar-Rkpt	Nawanshahr	Punjab
574	SAG	Sangrur-Rkpt	Sangrur	Punjab
575	SFM	Sunam-Rkpt	Sangrur	Punjab
576	TWB	Talwandi-Rkpt	Firozpur	Punjab
577	TAPA	Tapa-Rkpt	Barnala	Punjab
578	TTO	Taran Taran-Rkpt	Tarntaran	Punjab
579	ABR	Abu Road-Rkpt	Sirohi	Rajasthan
580	All	Ajmer-Rkpt	Ajmer	Rajasthan
581	AGS	Alwar Goods Shed-Rkpt	Alwar	Rajasthan
582	AWR	Alwar-Rkpt	Alwar	Rajasthan
583	APH	Anupgarh-Rkpt	Ganganagar	Rajasthan
584	ATRU	Atru-Rkpt	Baran	Rajasthan
585	BALT	Balotra-Rkpt	Barmer	Rajasthan
586	BAZ	Baran-Rkpt	Baran	Rajasthan
587	BME	Barmer-Rkpt	Barmer	Rajasthan
588	BER	Beawar-Rkpt	Ajmer	Rajasthan
589	BGKT	Bhagat-ki-kothi-Rkpt	Jodhpur	Rajasthan
590	BTE	Bharatpur-Rkpt	Bharatpur	Rajasthan
591	BWM	Bhawani Mandi-Rkpt	Jhalawar	Rajasthan
592	BHL	Bhilwara-Rkpt	Bhilwara	Rajasthan
593	BIML	Bhinmal-Rkpt	Jalor	Rajasthan
594	BKN	Bikaner-Rkpt	Bikaner	Rajasthan
595	BUDI	Bundi-Rkpt	Bundi	Rajasthan
596	CAG	Chabra Gugur-Rkpt	Baran	Rajasthan
597	CNA	Chanderiya-Rkpt	Chittorgarh	Rajasthan
598	COR	Chittorgarh-Rkpt	Chittorgarh	Rajasthan
599	DRB	Debri-Rkpt	Udaipur	Rajasthan
600	DET	Det (NWR)-Rkpt	Chittorgarh	Rajasthan
601	DHO	Dholpur-Rkpt	Dholpur	Rajasthan
602	DOZ	Dorai	Ajmer	Rajasthan
603	DNRP	Dungerpur-Rkpt	Dungarpur	Rajasthan
604	GJS	Gajsingpur-Rkpt	Ganganagar	Rajasthan
605	GGC	Gangapur City-Rkpt	Sawai Madhopur	Rajasthan
606	GOH	Garoth-Rkpt	Bhilwara	Rajasthan
607	GBP	Gulabpura-Rkpt	Bhilwara	Rajasthan
608	HMG	Hamir Garh-Rkpt	Bhilwara	Rajasthan
609	HMH	Hanumangarh-Rkpt	Hanumangarh	Rajasthan

610	HAN	Hindon City-Rkpt	Karauli	Rajasthan
611	JP	Jaipur (kanakpura)-Rkpt	Jaipur	Rajasthan
612	JOR	Jalore-Rkpt	Jalor	Rajasthan
613	JWB	Jawai Bandh-Rkpt	Pali	Rajasthan
614	JHW	Jhalwar Road-Rkpt	Jhalawar	Rajasthan
615	JJN	Jhunjhunu-Rkpt	Jhunjhunu	Rajasthan
616	JU	Jodhpur-Rkpt	Jodhpur	Rajasthan
617	KKU	Kanakpura-Rkpt	Jaipur	Rajasthan
618	KVJ	Keshavgani-Rkpt	Sirohi	Rajasthan
619	KLYT	Kolayat-Rkpt	Bikaner	Rajasthan
620	RPKOTA	Kota-Rkpt	Kota	Rajasthan
621	LGH	Lalgarh Jn-Rkpt	Bikaner	Rajasthan
622	MLGH	Mandalgarh-Rkpt	Chittorgarh	Rajasthan
623	MDPA	Mandpiya-Rkpt	Bhilwara	Rajasthan
624	MEC	Merta City-Rkpt	Nagaur	Rajasthan
625	NGO	Nagaur-Rkpt	Nagaur	Rajasthan
626	NSD	Nasirabad-Rkpt	Ajmer	Rajasthan
627	NMK	Neem Ka Thana-Rkpt	Sikar	Rajasthan
628	NBH	Nimbahera-Rkpt	Chittorgarh	Rajasthan
629	NHR	Nohar-Rkpt	Hanumangarh	Rajasthan
630	PMY	Pali Marwar-Rkpt	Pali	Rajasthan
631	PLSI	Parsoli-Rkpt	Chittorgarh	Rajasthan
632	PLC	Phalodi-Rkpt	Jodhpur	Rajasthan
633	PGK	Pilibanga-Rkpt	Hanumangarh	Rajasthan
634	RSNR	Raisingnagar-Rkpt	Ganganagar	Rajasthan
635	RMA	Ramganj Mandi-Rkpt	Kota	Rajasthan
636	RPZ	Rana Pratap Nagar-Rkpt	Udaipur	Rajasthan
637	RTM1	Ratlam(Raj)-Rkpt	Banswara	Rajasthan
638	SDS	Sadulshar-Rkpt	Ganganagar	Rajasthan
639	SWM	Sawai Madhopur-Rkpt	Sawai Madhopur	Rajasthan
640	SGNR	Sri Ganganagar-Rkpt	Ganganagar	Rajasthan
641	SRW	Sri Karanpur-Rkpt	Ganganagar	Rajasthan
642	SMPR	Sri Madhopur-Rkpt	Sikar	Rajasthan
643	SBNR	Sri Vijaynagar-Rkpt	Ganganagar	Rajasthan
644	SOG	Suratgarh-Rkpt	Ganganagar	Rajasthan
645	UDZ	Udaipur-Rkpt	Udaipur	Rajasthan
646	UMRA	Umra-Rkpt	Udaipur	Rajasthan
647	AJJ	Arakkonam-Rkpt	Vellore	Tamil Nadu
648	CEN	Chennai-Rkpt	Tiruvallur	Tamil Nadu

649	CBU	Chinnababusamudrum-Rkpt	Viluppuram	Tamil Nadu
650	CHSM	Chinnasalem-Rkpt	Villuppuram	Tamil Nadu
651	CBF	Coimbatore-Rkpt	Coimbatore	Tamil Nadu
652	DPJ	Dharmapuri-Rkpt	Dharmapuri	Tamil Nadu
653	DG	Dindigul-Rkpt	Dindigul	Tamil Nadu
654	ED	Erode-Rkpt	Erode	Tamil Nadu
655	HSRA	Hosur-Rkpt	Krishnagiri	Tamil Nadu
656	IRU	Irugur-Rkpt	Coimbatore	Tamil Nadu
657	KPD	Katpadi-Rkpt	Vellore	Tamil Nadu
658	KMU	KMU-Rkpt	Thanjavur	Tamil Nadu
659	KQN	Koodal Nagar-Rkpt	Madurai	Tamil Nadu
660	KMU	Kumbakonam-Rkpt	Tiruvarur	Tamil Nadu
661	MV	Mayiladuthurai-Rkpt	Nagapattinam	Tamil Nadu
662	METP	Mettupalayam-Rkpt	Coimbatore	Tamil Nadu
663	MIL	Milavittan-Rkpt	Thoothukudi	Tamil Nadu
664	MYP	Mundiyampakkam-Rkpt	Viluppuram	Tamil Nadu
665	NAGA	Nagarcoil-Rkpt	Kanyakumari	Tamil Nadu
666	NEE	Needamangala-Rkpt	Tiruvarur	Tamil Nadu
667	PLNI	Palani-Rkpt	Dindigul	Tamil Nadu
668	POY	Pollachi-Rkpt	Coimbatore	Tamil Nadu
669	PDKT	Pudukottai-Rkpt	Pudukkottai	Tamil Nadu
670	SA	Salem Junction-Rkpt	Salem	Tamil Nadu
671	SAMT	Salem Market-Rkpt	Salem	Tamil Nadu
672	SAL	Salt Cotaurs-Rkpt	Tiruvallur	Tamil Nadu
673	TJ	Thanjavur-Rkpt	Thanjavur	Tamil Nadu
674	TPGY	Tiruchirapalli-Rkpt	Tiruchirappalli	Tamil Nadu
675	TIR	Tirunelveli-Rkpt	Tirunelveli	Tamil Nadu
676	TIRU	Tiruvarur-Rkpt	Tiruvarur	Tamil Nadu
677	TNM	TNM-Rkpt	Tiruvannamalai	Tamil Nadu
678	VM	Villuppuram-Rkpt	Viluppuram	Tamil Nadu
679	VIR	Virudhunagar-Rkpt	Virudhunagar	Tamil Nadu
680	VRI	Vridachalam-Rkpt	Cuddalore	Tamil Nadu
681	ADB	Adilabad-Rkpt	Adilabad	Telangana
682	CTYL	Chityala-Rkpt	Nalgonda	Telangana
683	GDW	Gadwal-Rkpt	Mahbubnagar	Telangana
684	HYD2	Hyderabad-Rkpt	Hyderabad	Telangana
685	JCL	Jadcherla-Rkpt	Mahbubnagar	Telangana
686	LPJL	Jagityal-Rkpt	Karimnagar	Telangana
687	JMKT	Jammikunta-Rkpt	Karimnagar	Telangana
688	KRY	Kamareddy-Rkpt	Nizamabad	Telangana
689	KRMR	Karimnagar-Rkpt	Karimnagar	Telangana
690	KMT	Khammam-Rkpt	Khammam	Telangana
691	MBN	Mahbubnagar-Rkpt	Mahbubnagar	Telangana

692	MCI	Mancherial-Rkpt	Adilabad	Telangana
693	MRGA	Miryalguda-Rkpt	Nalgonda	Telangana
694	NZB	Nizamabad-Rkpt	Nizamabad	Telangana
695	PDPL	Peddapalli-Rkpt	Karimnagar	Telangana
696	STG	Sanathnagar-Rkpt	Hyderabad	Telangana
697	SNAG	Sanatnagar New Goods-Rkpt	Rangareddy	Telangana
698	TDU	Tandur-Rkpt	Rangareddy	Telangana
699	CMCT	Thimmapur-Rkpt	Mahbubnagar	Telangana
700	WP	Vangapalli-Rkpt	Nalgonda	Telangana
701	VNUP	Vishnnupuram-Rkpt	Nalgonda	Telangana
702	WL	Warangal-Rkpt	Warangal	Telangana
703	ZB	Zahirabad-Rkpt	Medak	Telangana
704	DRM	Dharmanagar-Rkpt	North Tripura	Tripura
705	JRNA	Jirinia-Rkpt	West Tripura	Tripura
706	KUGT	Kumarghat-Rkpt	North Tripura	Tripura
707	ABP	Akbarpur-Rkpt	Ambedkar Nagar	Uttar Pradesh
708	AMG	Alamnagar Lko-Rkpt	Lucknow	Uttar Pradesh
709	ALJN	Aligarh-Rkpt	Aligarh	Uttar Pradesh
710	AMRO	Amroha-Rkpt	Jyotiba Phule Nagar	Uttar Pradesh
711	ANDN	Anand Nagar-Rkpt	Maharajganj	Uttar Pradesh
712	AY	Ayodhya-Rkpt	Faizabad	Uttar Pradesh
713	AMH	Azamgarh-Rkpt	Azamgarh	Uttar Pradesh
714	BAB	Babaganj-Rkpt	Bahraich	Uttar Pradesh
715	BEM	Badaun (mg)-Rkpt	Budaun	Uttar Pradesh
716	BV	Badhnan-Rkpt	Gonda	Uttar Pradesh
717	BPM	Baghpat Road-Rkpt	Bagpat	Uttar Pradesh
718	BRK	Bahraich-Rkpt	Bahraich	Uttar Pradesh
719	BUI	Ballia-Rkpt	Ballia	Uttar Pradesh
720	BLP	Balrampur-Rkpt	Balrampur	Uttar Pradesh
721	BND	Banda-Rkpt	Chitrakoot	Uttar Pradesh
722	BNDA	Banda-Rkpt	Banda	Uttar Pradesh
723	BBK	Barabanki-Rkpt	Barabanki	Uttar Pradesh
724	BRYC	Bareilly Cantt-RKPT	Bareilly	Uttar Pradesh
725	BC	Bareilly City (mg)-Rkpt	Bareilly	Uttar Pradesh
726	BE	Bareilly Jn.-Rkpt	Bareilly	Uttar Pradesh
727	BLY	Bareilly-Rkpt	Bareilly	Uttar Pradesh
728	BNY	Barhni-Rkpt	Siddharthnagar	Uttar Pradesh
729	BST	Basti-Rkpt	Basti	Uttar Pradesh
730	BZM	Bhimsen-Rkpt	Kanpur Nagar	Uttar Pradesh
731	BJO	Bijnore-Rkpt	Bijnor	Uttar Pradesh
732	BSUR	Bisalpur (mg)-Rkpt	Pilibhit	Uttar Pradesh

733	BSC	Bulandshahr-Rkpt	Bulandshahr	Uttar Pradesh
734	CH	Chandausi-Rkpt	Moradabad	Uttar Pradesh
735	CHTI	Chanehti Jn.-Rkpt	Bareilly	Uttar Pradesh
736	CC	Chauri Chaura-Rkpt	Gorakhpur	Uttar Pradesh
737	CPC	Cpc Kanpur-Rkpt	Kanpur Nagar	Uttar Pradesh
738	DEOS	Deoria-Rkpt	Deoria	Uttar Pradesh
739	DPR	Dhampur-Rkpt	Bijnor	Uttar Pradesh
740	RPETAH	Etah-Rkpt	Etah	Uttar Pradesh
741	ETA	Etawah-Rkpt	Auraiya	Uttar Pradesh
742	ETW	Etawah-Rkpt	Etawah	Uttar Pradesh
743	FD	Faizabad-Rkpt	Faizabad	Uttar Pradesh
744	FND	Farenda-Rkpt	Maharajganj	Uttar Pradesh
745	FKD	Farrukhabad-Rkpt	Farrukhabad	Uttar Pradesh
746	FTP	Fatehpur-Rkpt	Fatehpur	Uttar Pradesh
747	FZD	Firozabad-Rkpt	Firozabad	Uttar Pradesh
748	GJL	Gajruala Jn.-Rkpt	Jyotiba Phule Nagar	Uttar Pradesh
749	GNG	Gauriganj-Rkpt	Amethi	Uttar Pradesh
750	GZB	Ghaziabad Jn.-Rkpt	Ghaziabad	Uttar Pradesh
751	GZD	Ghaziabad-Rkpt	Gautam Buddha Nagar	Uttar Pradesh
752	GCT	Ghazipur-Rkpt	Ghazipur	Uttar Pradesh
753	GK	Gola Gokarnnath-Rkpt	Lakhimpur Kheri	Uttar Pradesh
754	GDK	Gonda Kachari-Rkpt	Gonda	Uttar Pradesh
755	GD	Gonda-Rkpt	Gonda	Uttar Pradesh
756	GND	Gonda-Rkpt	Shrawasti	Uttar Pradesh
757	GKP	Gorakhpur Sadar-Rkpt	Gorakhpur	Uttar Pradesh
758	HPU	Hapur Jn.-Rkpt	Ghaziabad	Uttar Pradesh
759	HRI	Hardoi-Rkpt	Hardoi	Uttar Pradesh
760	HRH	Harthala-Rkpt	Moradabad	Uttar Pradesh
761	HRF	Hathras Quila-Rkpt	Hathras	Uttar Pradesh
762	JAB	Jamuna Bridge Agra-Rkpt	Agra	Uttar Pradesh
763	JRO	Jarwal Road-Rkpt	Bahraich	Uttar Pradesh
764	JNU	Jaunpur-Rkpt	Jaunpur	Uttar Pradesh
765	JHS	Jhansi-Rkpt	Jhansi	Uttar Pradesh
766	KCN	Kanpur Central-Rkpt	Kanpur Dehat	Uttar Pradesh
767	KNG	Kanpur Nagar-Rkpt	Kanpur Nagar	Uttar Pradesh
768	KSJ	Kasganj-Rkpt	Etah	Uttar Pradesh
769	KEA	Katra-Rkpt	Gonda	Uttar Pradesh
770	KLD	Khalilabad-Rkpt	Sant Kabir Nagar	Uttar Pradesh
771	KBP	Kuberpur-Agra-Rkpt	Agra	Uttar Pradesh
772	KHM	Kushmi-Rkpt	Gorakhpur	Uttar Pradesh

773	LMP	Lakhimpur Kheri-Rkpt	Lakhimpur Kheri	Uttar Pradesh
774	LRJ	Laksar-Rkpt	Saharanpur	Uttar Pradesh
775	LAR	Lalitpur-Rkpt	Lalitpur	Uttar Pradesh
776	MBA	Mahoba-Rkpt	Mahoba	Uttar Pradesh
777	MNQ	Mainpuri-Rkpt	Mainpuri	Uttar Pradesh
778	MTJ	Mathura-Rkpt	Mathura	Uttar Pradesh
779	RPMAU	Mau-Rkpt	Mau	Uttar Pradesh
780	MXX	Meerut City Mandi Sd-Rkpt	Meerut	Uttar Pradesh
781	MTC	Meerut city-Rkpt	Meerut	Uttar Pradesh
782	MIH	Mihipurwa-Rkpt	Bahraich	Uttar Pradesh
783	MZR	Mirzapur-Rkpt	Sant Ravidas Nagar	Uttar Pradesh
784	MZP	Mirzapur-Rkpt	Mirzapur	Uttar Pradesh
785	MLJ	Mohanlal Ganj-Rkpt	Lucknow	Uttar Pradesh
786	PMKM	Mohinddinpur-Rkpt	Meerut	Uttar Pradesh
787	MB	Moradabad-Rkpt	Moradabad	Uttar Pradesh
788	MGS	Mugal Sarai-Rkpt	Chandauli	Uttar Pradesh
789	PHDL	muradnagar(palogix)-RKPT		Uttar Pradesh
790	MOZ	Muzaffarnagar-Rkpt	Muzaffarnagar	Uttar Pradesh
791	NYN	Naini-Rkpt	Allahabad	Uttar Pradesh
792	JEA	Nakha Jungle-Rkpt	Gorakhpur	Uttar Pradesh
793	NNP	Nanpara-Rkpt	Bahraich	Uttar Pradesh
794	NUH	Naugarh-Rkpt	Siddharthnagar	Uttar Pradesh
795	NTV	Nautanwa (mg)-Rkpt	Maharajganj	Uttar Pradesh
796	ORAI	Orai-Rkpt	Jalaun	Uttar Pradesh
797	PLK	Pallia Kala-Rkpt	Lakhimpur Kheri	Uttar Pradesh
798	PRTP	Partapur-Rkpt	Meerut	Uttar Pradesh
799	PBE	Pilibhit (mg)-Rkpt	Pilibhit	Uttar Pradesh
800	PBH	Pratapgarh-Rkpt	Pratapgarh	Uttar Pradesh
801	PP	Puranpur (mg)-Rkpt	Pilibhit	Uttar Pradesh
802	PYG	Pyagpur-Rkpt	Bahraich	Uttar Pradesh
803	RBL	Raebareilly-Rkpt	Rae Bareli	Uttar Pradesh
804	RMU	Rampur-Rkpt	Rampur	Uttar Pradesh
805	RSY	Risiya-Rkpt	Bahraich	Uttar Pradesh
806	ROZA	Roza-Rkpt	Shahjahanpur	Uttar Pradesh
807	SRE	Saharanpur-Rkpt	Saharanpur	Uttar Pradesh
808	SHG	Shahgunj-Rkpt	Jaunpur	Uttar Pradesh
809	SPN	Shahjahanpur-Rkpt	Shahjahanpur	Uttar Pradesh
810	SHP	Shahganj Jaunpur-Rkpt	Sultanpur	Uttar Pradesh

811	SMQL	Shamli-Rkpt	Muzaffarnagar	Uttar Pradesh
812	SKB	Shikohabad-Rkpt	Firozabad	Uttar Pradesh
813	SHI	Shikohabad-Rkpt	Agra	Uttar Pradesh
814	SOP	Shivpur-Rkpt	Varanasi	Uttar Pradesh
815	SSW	Siswa-Rkpt	Maharajganj	Uttar Pradesh
816	SIT	Sitapur-Rkpt	Sitapur	Uttar Pradesh
817	STP	Sitapur-Rkpt	Sitapur	Uttar Pradesh
818	SVI	Sivpur Varansi-Rkpt	Chandauli	Uttar Pradesh
819	SIC	Sonik-Rkpt	Unnao	Uttar Pradesh
820	SFG	Soobedar Ganj-Rkpt	Allahabad	Uttar Pradesh
821	SGJ	Subedarganj-Rkpt	Kaushambi	Uttar Pradesh
822	SUBR	Subhagpur-Rkpt	Gonda	Uttar Pradesh
823	SLN	Sultanpur-Rkpt	Sultanpur	Uttar Pradesh
824	TSG	Thompsonganj-Rkpt	Sitapur	Uttar Pradesh
825	TQN	Tikunia (mg)-Rkpt	Lakhimpur Kheri	Uttar Pradesh
826	UJH	Ujhani (mg)-Rkpt	Budaun	Uttar Pradesh
827	BSB	Varanasi-Rkpt	Varanasi	Uttar Pradesh
828	BLYU	Bareilly(Uttranchal)-Rkpt	Udham Singh Nagar	Uttaranchal
829	HDW	Haldwani-Rkpt	Nainital	Uttaranchal
830	HW	Haridwar-Rkpt	Haridwar	Uttaranchal
831	JWP	Jwalapur-Rkpt	Haridwar	Uttaranchal
832	KPV	Kashipur-Rkpt	Udham Singh Nagar	Uttaranchal
833	MOZ1	Muzzafarnagar(Utt)-Rkpt	Haridwar	Uttaranchal
834	P RTP1	Partapur(uttranchal)-Rkpt	Haridwar	Uttaranchal
835	RMR	Ramnagar-Rkpt	Nainital	Uttaranchal
836	ROO	Roorkee-Rkpt	Haridwar	Uttaranchal
837	RUPC	Rudrapur City-Rkpt	Udham Singh Nagar	Uttaranchal
838	ABD	Abada-Rkpt	East Midnapore	West Bengal
839	BAN	Bangaon Jn-Rkpt	North 24 Parganas	West Bengal
840	BQA	Bankura-Rkpt	Bankura	West Bengal
841	BRS	Barasat-Rkpt	North 24 Parganas	West Bengal
842	BEL	Belda-Rkpt	West Midnapore	West Bengal
843	BDC	Bendle-Rkpt	Hooghly	West Bengal
844	BPC	Berhampur Court-Rkpt	Murshidabad	West Bengal

845	BHAE	Bhadreswar Ghat-Rkpt	Hooghly	West Bengal
846	BWN	Burdwan-Rkpt	Bardhaman	West Bengal
847	CHT	Chatra-Rkpt	Birbhum	West Bengal
848	CDGR	C. K. Road-Rkpt	West Midnapore	West Bengal
849	CNT	Contai Road-Rkpt	East Midnapore	West Bengal
850	CSZ	Cossimbazar-Rkpt	Murshidabad	West Bengal
851	DAL	Dalkhola-Rkpt	North Dinajpur	West Bengal
852	DDT	Dum Dum Cantonment-Rkpt	South 24 Parganas	West Bengal
853	DDN	Dum Dum Cantt.-Rkpt	North 24 Parganas	West Bengal
854	PFPD	durgapur(palogix)-RKPT		West Bengal
855	FLK	Falakata-Rkpt	Jalpaiguri	West Bengal
856	GZM	Gour Malda-Rkpt	Malda	West Bengal
857	HB	Habra-Rkpt	North 24 Parganas	West Bengal
858	HDCG	Haldia-Rkpt	East Midnapore	West Bengal
859	HOR	Howrah-Rkpt	Kolkata	West Bengal
860	KRP	Kharagpur-Rkpt	East Midnapore	West Bengal
861	KGP	Kharagpur-Rkpt	West Midnapore	West Bengal
862	KNJ	KRISHNAGAR-RKPT	Nadia	West Bengal
863	MUG	Magra-Rkpt	Hooghly	West Bengal
864	MLDT	Malda Town-Rkpt	Malda	West Bengal
865	MYM	Memari-Rkpt+C772	Bardhaman	West Bengal
866	MUB	Mogra-Rkpt	Hooghly	West Bengal
867	NCB	New Coochbehar-Rkpt	Cooch Behar	West Bengal
868	NJP	New Jalpaiguri-Rkpt	Jalpaiguri	West Bengal
869	PRR	Purulia-Rkpt	Puruliya	West Bengal
870	RPN	Rangapani-Rkpt	Jalpaiguri	West Bengal
871	RNI	Rangapani-Rkpt	Darjiling	West Bengal
872	RIS	Rishra-Rkpt	Hooghly	West Bengal
873	RSH	Rshra-Rkpt	Hooghly	West Bengal
874	SNT	Sainthia-Rkpt	Birbhum	West Bengal
875	SEL	Sankrail-Rkpt	Kolkata	West Bengal
876	SGV	Sargachhi-Rkpt	Murshidabad	West Bengal
877	SHM	Shalimar-Rkpt	Kolkata	West Bengal
878	SURI	Siuri-Rkpt	Birbhum	West Bengal
879	SRP	Srirampur-Rkpt	Hooghly	West Bengal
880	TAK	Tarekeshwar-Rkpt	Hooghly	West Bengal

ANNEXURE V

**MINUTES OF THE SECOND SITTING OF THE
STANDING COMMITTEE ON CHEMICALS & FERTILIZERS
(2017-18)**

The Committee sat on Wednesday, the 25th October, 2017 from 1500 hrs.

1630 hrs. in Committee Room 4, Block A, PHA Extension Building, New Delhi.

PRESENT

Shri Anandrao Adsul - Chairperson

MEMBERS**LOK SABHA**

2. Shri George Baker
3. Smt. Anju Bala
4. Shri B. N. Chandrappa
5. Shri Pankaj Chaudhary
6. Shri R. Dhruvanarayana
7. Shri Innocent
8. Shri Kotha Prabhakar Reddy
9. Shri K. Ashok Kumar
10. Shri Chhedi Paswan
11. Shri S. Rajendran
12. Dr. Kulamani Samal
13. Smt. Rekha Arun Verma

RAJYA SABHA

14. Shri Prem Chand Gupta
15. Shri B. K. Hariprasad
16. Dr. Bhushan Lal Jangde
17. Shri Ranvijay Singh Judev
18. Dr. Sanjay Singh
19. Shri Abdul Wahab

SECRETARIAT

- | | | | |
|----|---------------------------|---|-------------------|
| 1. | Shri Vinod Kumar Tripathi | - | Joint Secretary |
| 2. | Shri A. K. Srivastava | - | Director |
| 3. | Shri R. C. Sharma | - | Deputy Secretary |
| 4. | Shri N. Amarathiagan | - | Committee Officer |

List of Witnesses

**I. MINISTRY OF CHEMICALS AND FERTILIZERS
(DEPARTMENT OF FERTILIZERS)**

- | | | |
|----|------------------------|--------------------------|
| 1. | Smt. Bharathi S. Sihag | Secretary |
| 2. | Smt. Meenakshi Gupta | AS & FA |
| 3. | Shri Dharam Pal | Additional Secretary (F) |
| 4. | Smt. Alka Tiwari | Joint Secretary (AT) |

5.	Shri Prabhas Kumar	Director (F)
6.	Shri D. P. Srivastava	Director (P&K)
7.	Smt. Kavita Gotru	Director (FA)
8.	Shri Niranjana Lal	Director (PSU)

II. REPRESENTATIVES OF NFL

1.	Shri Manoj Mishra,	CMD, NFL
2.	Shri Rajiv Chandok	Dir. (Fin.)
3.	Shri Sohan Lal	GM (M)

2. At the outset, Hon'ble Chairperson welcomed the Members of the Committee and representatives of the Ministry of Chemicals & Fertilizers (Department of Fertilizers) and other officials to the sitting. Their attention was invited to the provisions contained in Direction 55(1) of the Directions by the Speaker regarding confidentiality of the Committee's proceedings.

3. After the witnesses introduced themselves, the official from Department of Fertilizers made power point presentation on the subject "Freight Subsidy Policy" highlighting different facts of uniform subsidy policy and payment status of freight subsidy to the fertilizers companies. Thereafter, as advised by the Committee, Shri Manoj Mishra, CMD, NFL highlighted the problems faced by the Fertilizers companies in getting reimbursement of freight subsidy due to delay in payment of subsidy and also cumbersome procedure for claiming the subsidy. During the discussion, the Hon'ble Chairperson and Members of the Committee *inter-alia* raised following issues namely:-

- (i) Non functional rake- points in Bihar and the need for opening of new rake-points in Lakhimpur, UP, Tamilnadu, West Bengal and North East, Kerala, Karnataka and Telangana;
- (ii) Invitation for local MPs in the programmes conducted by fertilizers companies;
- (iii) Timely supply of fertilizers;
- (iv) Study to be made for losses due to non-availability of fertilizers in certain parts of the country
- (v) Timely reimbursement of subsidy to fertilizer Companies
- (vi) Taking measures to make the procedure for claiming subsidy less cumbersome for fertilizers companies and;

- (vii) Opening of new rake-points under consultation with Ministry of Railways expeditiously which has been recommended by State Government for timely supply of fertilizers to the farmers.
- 4. Thereafter, the Chairperson thanked the witnesses for appearing before the Committee as well as for furnishing valuable information to the Committee. They were also asked to provide required information which was not readily available with them to the Committee at the earliest.
- 5. A copy of the verbatim record of the proceedings of the sitting has been kept.

The Committee then adjourned.

**MINUTES OF THE FOURTH SITTING OF THE
STANDING COMMITTEE ON CHEMICALS & FERTILIZERS
(2017-18)**

The Committee sat on Tuesday, the 19 December, 2017 from 1630 hrs. to 1700 hrs. in Committee Room 'C', Parliament House Annexe, New Delhi.

PRESENT

Shri Anandrao Adsul - Chairperson

MEMBERS

LOK SABHA

2. Shri George Baker
3. Smt. Anju Bala
4. Shri B. N. Chandrappa
5. Smt. Veena Devi
6. Shri R. Dhruvanarayana
7. Shri Chhedi Paswan
8. Smt. Kamla Devi Patle
9. Dr. Kulamani Samal
10. Shri Kirti Vardhan Singh
11. Smt. Rekha Arun Verma

RAJYA SABHA

12. Dr. Bhusan Lal Jangde
13. Shri Ranvijay Singh Judev
14. Shri Abdul Wahab

SECRETARIAT

1. Shri Vinod Kumar Tripathi - Joint Secretary
2. Shri A. K. Srivastava - Director
3. Shri U. C. Bharadawaj - Deputy Secretary

2. At the outset, the Hon'ble Chairperson welcomed the Members of the Committee.

3. The Committee thereafter took up for consideration and adoption the following draft Reports :

- (i) Draft report on the subject 'Freight Subsidy Policy' (Department of Fertilizers) and;
- (ii) Draft Report on Action Taken by the Government on the recommendations contained in the Thirty-fifth Report (16th Lok Sabha) on the subject 'Revival of Sick PSUs in Chemicals and Petrochemicals Sector' pertaining to the Ministry of Chemicals and Fertilizers (Department of Chemicals and Petrochemicals).

4. After deliberations the Draft Reports were adopted by the Committee without any changes/amendments. The Committee authorised the Chairperson to finalize and present the reports to the House during the current winter session of Parliament.

The Committee then adjourned.