

# A TRANSPORT RATING PROBLEM IN A DEVELOPING ECONOMY

(An Economic-cum-Legal assessment)

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## PART II

### IV. *Broad Principles of technical assessment*

#### *Conditions conducive to the floor-area basis*

THIS section takes as given the floor-area basis operating currently in the Indian Railways. While adopting or ending the floor-area system if the economic disadvantages and legal complications are to be minimised, the following considerations have to be kept in mind; as they facilitate the operation of the system:—

- (1) Where there is limited competition from other carriers such as roads and water-ways;
- (2) where the commodity has little of a native markets;
- (3) where the carrier is not particular about the traffic;
- (4) where the current advantages such as saving in time and expense far outweigh the benefits in the present or prospective traffic;
- (5) where for transport co-ordination purposes or other similar reasons diversion of traffic from the railways is planned;
- (6) where the commodity is so perishable (e.g. fruits and vegetables) that it requires utmost expedition in transportation and that any possible delay involved in the weighing process would result in total or partial loss of value;
- (7) where traffic is heavy in volume and is in wagon loads and during relatively short periods;
- (8) where the traffic offers little loading problems e.g. oil and sugarcane;
- (9) where goods are in standardised units such as cans and packages, or the goods, when being loaded are in themselves more or less uniform in size or weight e.g. charcoal, lumber and casuarina and firewood;
- (10) where there is no legal obligation to weigh;
- (11) where the obtaining of actual weights would be impracticable; and
- (12) where the use of estimated weights is mutually beneficial to both the carriers and the shippers.