भारतसरकारGOVERNMENT OF INDIA
रेलमंत्रालयMINISTRY OF RAILWAYS
(रेलवेबोर्ड RAILWAY BOARD)

No. 2015/M (N)/951/63 **Rail Bhavan, New Delhi-110001, dated 06.04.2022**

The General Manager
All Zonal Railways

Sub: Damages to wagons during loading/unloading

Ref: (i) Board's letter No. 2010/TT-IV/9/1 dated 08.10.2012 (copy enclosed)
(ii) Board's letter No. 2013/M(N)/951/17 dated 11.04.2014 (copy enclosed)
(iii) Board's letter No 2010/TT-IV/9/1 dated 18.09.2015 (copy enclosed)
(iv) Board' s letter No. 2013/M(N)/951/17 dated 03.02.2015 (copy enclosed)

Vide letter under reference (i), an action plan to reduce damages to wagons during loading/unloading was advised. These directions were reiterated vide letter under reference (ii). Further, details regarding action to be taken in case of wagon damages were advised vide JPO under reference (iii).

2. As the cases of unloadable wagons/embedded empties and damages to wagons are seen to be on rise, it is clear that the problem of damages of wagons at loading/unloading point is not getting addressed. To address the problem, it has been decided by Board that Railways may form a team with officers comprising from Commercial, Mechanical and Operating at Division and HQ level and examine all loading/unloading points. The terminals may be grouped in 3 categories.

(a) Group A - High prone terminals - Where no of case of wagon damages reported are high.
(b) Group B- Low prone terminals - Where no of case of wagon damages reported are low.
(c) Group C- Terminals with Tippler, Hopper or Silo – Where wagon damages are very low.

3. Railways should formulate separate regime of inspection and check list of inspections for the 3 groups, based on instructions already issued by Board vide letters u/r.

4. The Divisional team shall comprise Sr. DOM, Sr. DCM (convenor) & Sr. DME and at HQ, the team shall comprise CRSE/Frt, CFTM & CCM/FM. The Divisional team should check for compliance as per the referred RB guidelines by 30th April'22 and necessary remedial action taken, as required, to prevent any possibility of damage to wagons during mechanised handling. CRSE/Frt, CFTM & CCM should inspect at least 10 sidings each in their respective Railways by 30th April'22.

5. Summary of deficiencies noticed in each siding during the inspections by the divisional committee and HQ officers and action plan to remove such deficiencies should be clearly spelt out in the inspection report.

6. A comprehensive report of inspections by the divisional committee and HQ officers duly signed by PCME, PCOM & PCMM **should be submitted to Board latest by 5th May'22.**

7. Further, regular inspections of all the sidings should be conducted by the divisional officers committee (Sr. DOM, Sr. DCM, & Sr. DME) on Quarterly basis. HQ officers (CRSE/Frt, CFTM & CCM) should also undertake at least 10 inspections of sidings in every Quarter. Inspection schedule at Supervisory level may be worked out by the railways.

(A.K. Shamsi)
Exe.Dir. (Coal)

(V.K. Agarwal)
Exe. Dir. Mech. Engg. (Freight)

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

No. 2015/M (N)/951/63 pt. **New Delhi-110001, dated 02.03.2022**

Principal Chief Mechanical Engineers
All Zonal Railways

Sub: Damages to wagons during loading/unloading

Ref: (i) Board's letter No. 2010/TT-IV/9/1 dated 08.10.2012

(ii) Board's letter No. 2013/M(N)/951/17 dated 11.04.2014

(iii) Board's letter No. 2010/TT-IV/9/1 dated 18.09.2015

(iv) Board's letter No. 2013/M(N)/951/17, dated 03.02.2015 (copy enclosed)

Vide letter under reference (i), an action plan to reduce damages to wagons due to mechanized loading / unloading was advised. These directions were reiterated vide letter under reference (ii). Further, details regarding action to be taken in case of Wagon Damges were advised vide JPO under reference (iii).

Vide letter under reference (iv) it was requested to send quarterly report regarding details of checks done, penalty raised, penalty realized etc. in the subject matter as per the format.

It is requested to arrange to ensure sending of the quarterly report.

Vimk
02/03/22

DA: As above

(Vivek Mohan)
Dir. Mech. Engg. (Freight)
Railway Board
Telephone No. 011-23047448
Email: dmef@rb.railnet.gov.in

Rail Bhawan, Raisina Road New Delhi-110001

SN158

MOST URGENT

भारत सरकार Government of India

रेल मंत्रालय Ministry of Railways

रेलवे बोर्ड Railway Board

No.2013/M(N)/951/17 **New Delhi, dated 03 .02.2015**

The Chief Mechanical Engineers
All Zonal Railways

FR-SN171

Sub: Damages to wagons during loading/unloading

Ref: (i) Board's letter of even number dt. 20.06.2013 sent to all Zonal Railways
(ii) Board's letter of even number dt. 04.03.2014 sent to all Zonal Railways (except NR & NCR)

1. Vide letters under reference (i) & (ii), Zonal Railways were advised to send the details of checks done alongwith the MCDO every month as per the given proforma.
2. The information is being received only from ER, ECoR, NR, SR & SECR.
3. Now onwards, the details of the checks done may be sent to this office on a quarterly basis as per Annexure.
4. Zonal Railways are requested to send the details as per enclosed proforma upto the month of December 2014 **by 10.02.2015, since the details are to be put up to Board (MM).**

Ashesh Agrawal
(Ashesh Agrawal)
Exec. Dir. Mech. Engg. (Frt.)

Encl: As above

04/02/15

Please do it
4/2/2015

Annexure

Quarterly report of Checks to prevent Damages of wagons in sidings/goods sheds

Name of Railway - _____ **Month- _____**

A	B	C	D	E	F	G	H	I	J	K	L	M	N
SN	Division	Siding name	Siding code	Commodity	Loading / unloading	Type of Mechanised equipment	Type of wagon	No. of checks done in 2013-14.	Penalty raised (2013-14)	Penalty realised (2013-14)	Cumulative No. of checks done in 2014-15.	Penalty raised (2014-15)	Penalty realised (2014-15)
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
-													
-													
-													
-													
	Total												

Annexure B

GOVERNMENT OF INDIA
MINISTRY OF RAIWLAYS
(RAILWAY BOARD)

No. 2010/TT-IV/9/1 New Delhi, dt. 8 .10.12

The General Managers
All Zonal Railways

CRE, ERE, ECRE, East Coast RE, NFR, NPRE, NWRE, NCRE, SRE, [illegible], SCRE, SECRE, SWRE, WRE, WCRE, (1c) Envelop

Sub: Damages to wagons caused by mechanised loading/unloading

The subject of damages to wagons caused by mechanised loading/unloading in sidings and goods sheds was discussed in detail in the last GMs conference held in Aug. 2012. During this conference, one report of a study done by Mech. Dte. was also distributed for further action by railways. Based on this study a copy of a suggested Action Plan to reduce damages to wagons due to mechanised loading/unloading is enclosed herewith which may be suitabiy implemented by railways.

2. The two main areas identified for implementation are as under:

I. Putting a guard rail
II. Raising the level of the platform

DA: as above

8/10/12
(Rinkesh Roy)
Dir.Traffic Trans(G)
Railway Board

MD/KRCL
Navi Mumbai

C Rly. Concl 9/10

Action Plan to reduce damages to wagons due to mechanised loading/ unloading (20.9.12)

1. A list of sidings/ goods sheds where there is use of mechanized handling equipment including tipplers, bulk handling systems, JCBs, Pay-loaders etc should be prepared for every division.
2. In every Division a team comprising of one inspector each of Commercial, Mechanical, Operating and Finance Departments should be formed for monitoring wagon damages.
3. These inspectors should conduct frequent surprise checks at loading/unloading points to identify places where wagon damages are taking place. Penalties for the damages, if detected, should be imposed as per the extant rules.
4. These inspectors should take feedback from yards in their Division where unloadable wagons are being observed. Using FOIS they should identify the loading/unloading points where damages have taken place. This information should be relayed to the concerned Division.
5. Joint checks of loading/unloading points, where mechanized equipment is used, should be carried out by officers of Mechanical and Operating/Commercial Branches once in 3 months along with the loaders/unloaders. Penalties for the damages, if detected, should be imposed as per the extant rules.
6. Where Mechanical C&W staff are already posted in sidings/goods sheds, they would keep a check on damages in siding/goods sheds and would raise penalties for damages regularly as per extant rules.
7. As per Para 18 of "Standard Form of Agreement of Private Siding" issued vide Railway Board's letter No.2002/CE-I/SP/I dt. 12/7/2005, "The applicant (siding owner) is entirely responsible for damage to the engines, damages and deficiencies of rolling stock(Railway wagons) or other property of the Railway Administration from any cause and shall make good on demand for all such looses". Besides this, the Siding Agreement should be suitably modified to include more effective clauses for imposition of penalties for wagon damages in sidings/goods sheds.
8. Joint Procedure Orders approved by CME, COM, CCM and FA&CAO for recovery towards wagon damage during loading/unloading should be issued in all Railways (few Railways like SCR already have a JPO).
9. The raising of debit on bills preferred to sidings due to wagon damages should be reviewed on monthly basis by DRMs. Slow realisation should be severely taken up.
10. Shunting and door closing with mechanised loaders should be strictly prohibited. Air pressure being used for opening BOBRN doors should be checked. It should also be checked whether loading through mechanized equipment from one side is resulting in uneven loading.
11. All tipplers and bulk handling system at sidings are to be procured, installed and maintained as per RDSO specifications. Repair / replacement of defective tipplers to be done in a time- bound manner.

The tipplers should be replaced o n completion of their codal life as prescribed by RDSO

12. For use of mechanised handling equipments other than tipplers and bulk handing systems prior approval for their use should be taken from a committee consisting of Operating/Commercial and Mechanical officers. Any subsequent change of such mechanised handling equipments must also have the prior approval of this Committee. The mechanised equipment should be replaced on completion of codal life.
13. Suitable mechanized equipment with high drivers seats (so that operator can see the inside of the wagon), Buckets with smooth surfaces and having no teeth (the corner and back face may be suitably covered by non- metallic material), long arms to comfortably clear top coping, Speed control during loading/ unloading etc should preferably be used. The boom or bucket should not touch the top coping, side wall, floor or any part of wagon. Guidance may be taken from the CAMTECH report on this subject.
14. The operators/drivers of mechanized equipment should be adequately trained.
15. For all existing sidings there needs to be appropriate infrastructure, approved by a Committee consisting of Operating/Commercial, Mechanical and Engineering officers , to prevent possibility of damages to wagons by mechanized handling equipments such as provision of high level platform, rail fencing to prevent mechanized equipment from hitting the wagons, lighting etc. as per recommendations of CAMTECH report of Sep. 2010
16. During the joint Quarterly check this infrastructure should also be checked and the deficiencies found should be made good within a time-bound programme given by the siding authority.
17. Monthly statements of arisings of 'C' Category unloadable wagons should be prepared in each Division. These statements should be analysed jointly by Sr.DOMs & Sr. DMEs to ascertain source of this arising. An all out effort should be made to reduce 'C' Category unloadable wagons arising out of wagon damages in siding/goods shed.
18. In case damages continue to occur in sidings and goods sheds even after penalties are imposed, the divisional administration should take very strong steps such as

    (a) continuous video recording of loading/ unloading operations at the cost of the loading/unloading party and maintained by loading/unloading party.

    (b) providing one or two TXR staff at the loading/unloading point round the clock at the cost of the loader /unloader

    (c) suspending mechanized loading/unloading

    (d) suspending traffic.

भारत सरकार Government of India

रेल मंत्रालय Ministry of Railways

रेलवे बोर्ड Railway Board

No.2013/M(N)/951/17 New Delhi, dated 11.04.2014

The Chief Mechanical Engineers
All Zonal Railways

Sub: Action Plan to reduce wagon damages

An action plan for reducing wagon damages was issued vide DTT(G)'s letter No. 2010/TT-IV/9/1 dt.08.10.2012. The same is reiterated as per action plan enclosed for necessary action.

As already advised earlier vide Railway Board's letter No.2013/M(N)/951/17 dt. 20.6.13, the details of checks of sidings carried out should be sent along with the MCDO every month as per the proforma enclosed with this letter.

Ashesh Agrawal

(Ashesh Agrawal)
Exec. Dir. Mech. Engg. (Frt.)

Encl: 01 page

11/4/2014

11/04

Action Plan to reduce wagon damages

The Action Plan for reducing wagon damages which was issued vide DTT(G) letter No.2010/TT-IV/9/1 dt. 8.0.12 had the following check points:

1. List of sidings/ goods sheds where there is use of mechanized handling equipment (tipplers, JCBs, Pay-loaders etc) should be prepared for every division.
2. In each Division a team comprising of inspectors of Commercial, Mechanical, Operating & Finance should frequently check loading/unloading points to identify places where wagon damages are taking place.
3. This team should take feedback from yards where unloadable wagons are observed. Using FOIS they should identify the culprit loading/unloading points. This information should be relayed to the concerned Division.
4. Joint checks of loading/unloading points should be carried out by officers of Mechanical & Operating/Commercial Branches once in 3 months along with the loaders/unloaders. Penalties for damages should be imposed.
5. As per Para 18 of "Standard Form of Agreement of Private Siding" issued vide Rly. Board's letter No.2002/CE-I/SP/I dt. 12/7/2005, the siding owner is entirely responsible for damages of rolling stock. The Siding Agreements should be suitably modified to include more effective clauses for penalties.
6. JPOs for recovery towards wagon damage during loading/unloading should be issued in all Railways.
7. The raising of debit on bills of wagon damages should be reviewed on monthly basis by DRMs. Slow realisation should be severely taken up.
8. Shunting and door closing with mechanised loaders should be strictly prohibited. Air pressure being used for opening BOBRN doors should be checked. It should also be checked whether loading through mechanized equipment from one side is resulting in uneven loading (this can also cause hot axles).
9. All tipplers & bulk handling system are to be procured/ installed/ maintained as per RDSO specifications. Tipplers should be replaced as per their codal life.
10. For use of mechanised handling equipments (other than tipplers and bulk handing systems) prior approval should be taken from a committee consisting of Operating/Commercial and Mechanical officers.
11. Suitable mechanized equipment with high drivers seats, Buckets with smooth surfaces, long arms, Speed control etc should be used as per CAMTECH report.
12. Operators/drivers of mechanized equipment should be adequately trained.
13. Infrastructure of sidings like provision of high level platform, rail fencing, lighting etc. (as per CAMTECH report) should be approved by a Committee of Operating/ Commercial, Mechanical and Engineering officers,
14. Monthly statements of arisings of 'C' Category unloadable wagons should be analysed jointly by Sr.DOMs & Sr. DMEs to ascertain source of this arising.
15. In case damages continue to occur in sidings//goods sheds even after penalties are imposed, the divisional administration should take stronger steps like

(a) continuous video recording of loading/ unloading operations.
(b) providing TXR staff at this point at the cost of the loader /unloader
(c) suspending mechanized loading/unloading
(d) suspending traffic.

Annexure-I

Checks conducted to prevent Damages of wagons in sidings/goods sheds

Name of Railway - _____ Month- _____

A	B	C	D	E	F	G	H	I	J	K	L	M	N
Sl	Division	Siding name	Siding code	Commodity	Loading / unloading	Type of Mechanised equipment	Type of wagon	No. of checks done in 2013-14.	Penalty raised (2013-14)	Penalty realised (2013-14)	Cumulative No. of checks done in 2014-15.	Penalty raised (2014-15)	Penalty realised (2014-15)
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
-													
-													
-													
-													
	Total												

GOVERNMENT OF INDIA
MINISTRY FO RAILWAYS
(RAILWAY BOARD)

Rail Bhawan, New Delhi -110001

No.2010/TT-IV/9/1 Dated 18.09. 2015

The General Managers
All Zonal Railways

SUB: JOINT PROCEDURE ORDER ON WAGON DAMAGES

****

Incidences of damage to wagons due to improper handling during loading/unloading operations are regularly being reported by the Zonal Railways. Varying practices are being followed on the zonal railways regarding punitive action to be taken to prevent damages to wagons and also recover the cost.

The matter has been examined by Traffic Transportation, Traffic Commercial and Mechanical Engineering Directorates of Railway Board and accordingly Joint Procedure Order on wagon damages to prevent ~~of~~ damage to wagons during loading/unloading operations over Indian Railways is attached .

Encl.: As above (4 pages)

(A. K. Behera)
Exe. Director Traffic Trans.-(S)
Railway Board

Copy to:

1. GM (Operating), GM (Commercial) and GM (Mechanical), all Zonal Railways.
2. EDTC(R), EDME/Freight Railway Board

JOINT PROCEDURE ORDER ON WAGON DAMAGES

Sub: Prevention of damages to Wagons during loading/unloading operations over Indian Railways.

*****

Zonal Railways are regularly reporting incidences of damage to wagons due to improper handling during loading/unloading operations. Wagon damages severely impact Railways' transportation capacities. Wagon damages also result in:-

a) Running of embedded empties in loaded rakes resulting in loss of revenue to railways.
b) Arising of "C" Category unloadable wagons requiring additional movement for repairs, thereby raising additional cost of transportation to Workshop and cost.
c) Additional cost of "C" Category repairs in open line and workshops.

2. Varying practices are being followed on the zonal railways regarding the punitive action to be taken to prevent damages to wagons and also recover the cost. This procedure is issued for ensuring strong and effective punitive action on all Zonal Railways so that wagon damages due to improper handling are checked.

3.1 Identification of Sidings/Goods sheds: Every Division must evolve a comprehensive database on terminal wise pattern of unloading and loading operations and type of handling equipment used. The database must have photographs of wagon handling infrastructure available at the terminals. Terminals with past history of shortcomings in handling infrastructure, where wagon damages are taking place or are likely to take place, need to be clearly identified so that the concerned terminal operators can be advised to take remedial steps. Such remedial action could vary from terminal to terminal. As an example, a typical case of remedial action against wagon body damages in loading operations could be, provision of guardrails longitudinally along the length of the loading line to prevent front-end loaders from ramming into the wagon body during loading. Similarly prevention of use of inappropriate mechanical unloading equipment which otherwise cause damages to wagons floors, body, etc. would constitute typically remedial action in mechanical unloading operations not involving tippling. The record/list of such sidings will be maintained by Sr.DME.

3.2 A committee comprising Sr. DOM, Sr. DME & Sr.DCM (or the concerned Branch Officer) of the division will jointly identify the locations/ sidings, located in their jurisdiction, where the extant wagon handling procedures are causing or are likely to cause damage to wagons. In this regard, instructions issued vide Board's letter No. 2010/TT-IV/9/1 dated 08.10.2012 should also be taken into account while identifying such terminals. This identification exercise should be personally done by the team of the concerned Branch Officers every 6 months, or earlier, if required and

the terminal wise database should be updated accordingly. The record/list of such sidings will be maintained by Sr.DME.

3.3 Regular checks (at least once in three months) should be conducted at such locations by a team of operating/commercial and mechanical officers/inspectors. In order to make these checks structured, Zonal Railways may issue a format for the same (a sample format is enclosed as Annexure A). Concerned loading/unloading parties should be informed regarding improper handling practices deployed and advised to put in place alternate handling procedures in a time bound manner. In the event of the continued use of improper practices by these parties, restriction on the terminals for the particular traffic stream responsible for damages to the wagons should be proposed by Zonal Operating Department to Traffic Transportation Directorate of Railway Board based on the report of divisional committee. The restrictions would be relaxed only after the team of divisional officers (Sr.DOM, Sr.DCM and Sr. DME) is satisfied that the required changes in the handling practices have been made in the terminal. A message confirming the same should be conveyed by Zonal Operating Department to Traffic Transportation Directorate of Railway Board for lifting the restriction.

3.4 In order to check wagon damages, it is essential that the terminal responsible for the damage is correctly identified. Normally, the wagon damages are detected during C&W examination or at loading/unloading points. In case a report is received from Railway staff (C&W, Operating, Commercial) or from the loading/unloading party (that wagons have been received by them in damaged condition), message to Divisional Control should be given. The Divisional Control will identify the last loading/unloading points where through FOIS and give a message to the Divisional Control where the defaulting terminal is located. In case the last loading /unloading point has flagged the particular wagons as being already damaged when received by them, effort shall be made to identify the siding responsible for damages by tracing the movement history of the rake through FOIS. In case damages are found occurring but have not been reported, disciplinary action should be taken against the errant Railway staff.

On receipt of the FOIS message, action as detailed in Para 3.2 above should be taken by the concerned Branch Officers of the division where the terminal is located. In the event of more than 3 cases of serious wagon damages attributable to a terminal are reported, immediate restriction on the terminal should be asked for by the Zonal Operating Department from Traffic Transportation Directorate of Railway Board. The restriction would be relaxed only after the team of divisional officers (Sr.DOM, Sr. DCM and Sr.DME) is satisfied that the required changes in the handling practices have been made in the terminal. A message confirming the same should be conveyed by Zonal Operating Department to Traffic Transportation Directorate of Railway Board for lifting the restriction.

4. Meeting may be held in the Divisions with the freight customers (along with their handling agents) and the need for total elimination of wagon damages during handling highlighted. They may be advised to ensure immediate reporting regarding receipt of damaged wagons so that the defaulting terminal can be pinpointed. They may be counseled, that in case of their failure in reporting the damaged wagons in

the incoming rakes, the damages to wagons detected at the subsequent loading point or during C&W examination may be attributed to them and necessary action taken against them. It may be clearly informed to the customers and their handling agents that damaging wagons would result in immediate imposition of restriction on handling of traffic in the concerned terminal.

5 As per Para 18 of **"Standard form of Agreement of Private Siding"** issued vide Railway Board's letter No. 2002/CE-I/SP/I dated 12.07.2005, **"The siding owner is entirely responsible for damage to the Engines, damages and deficiencies of rolling stock (Railway Wagons) or other property of Railway Administration from any cause and shall make good on demand for all such losses."**

Zonal Railways may, accordingly, ensure timely raising of bills and recovering cost of wagon damages on the concerned siding owner. Similarly, in case of wagons damaged during handling in Railway goods sheds, cost of damages may be recovered from the concerned customer/handling agent. A detailed procedure order for the recovery of the cost of wagon damages from the concerned siding owner may be issued jointly by Operating, Commercial & Mechanical Departments in each Zone, keeping in view the respective Zonal requirements. In case the defaulting siding is located in a foreign railway, the statement of amount to be realized shall be sent to the FA & CAO of the concerned railway where the defaulting siding is located. The recoverable amount should reflect in the "Bills Recoverable" register maintained by Sr. DFM of the division. Further punitive action, including stoppage of supply of wagons may be taken against the siding owners or loading/unloading parties who fail to clear the dues within a reasonable period of time.

6. Zonal Railways may continue with the system of assessing the damage and deficiency in wagons in sidings handling large number of wagons (e.g. steel plants) through periodical joint checks with the siding owner and to work out the average cost per wagon to be recovered from the siding owner for damage & deficiency to wagons.

(A. K. Behera)	**(N. Madhusudan Rao)**	**(Ajay Nandan)**
EDTT (S)	**EDTC (Rates)**	**EDME/Freight**
Railway Board	**Railway Board**	**Railway Board**

Annexure- A

S. No.	Siding/Goods shed	Commodity handled	Infrastructure available with the siding/goods shed and observations hereon	Loading/unloading procedure deployed	Wagon damages reported since last review	Details of the last joint check with observations and action taken by the siding/goods shed	Remarks