**GOVERNMENT OF INDIA**
**MINISTRY OF RAILWAYS**
**(RAILWAY BOARD)**

**No. 2018/M(N)/951/23 Pt.** Rail Bhawan, New Delhi, **Dated: 16.10.2020**

**General Managers**
Western Railway, Mumbai
East Central Railway, Hajipur
West Central Railway, Jabalpur.

**Managing Director,**
**CRIS, New Delhi**

**CAO/FOIS,**
**CRIS, New Delhi**

**Sub: Rationalization of CC Examination system: Twinning of depots on trial basis**

The matter of rationalization of pattern of examination of close circuit (CC) rakes have been deliberated over past few years. After considering various aspects of the rationalization proposals, and in a view of the emerging need to improve the productivity and efficiency of maintenance systems, Board during its meeting held on 29.02.2020 has decided as under:

*"On trial basis selected CC examination depots can be twinned with another associate depot in the specified circuit of CC rakes, stock wise to minimize empty running of the rakes for examination. Both the depots should have FMM, FOIS connectivity for exchange of all data. Necessary systems and procedure shall be proposed by EDDT/S & EDME/Freight and put in place."*

In view of the above decision of the Board, the following framework for twinning of two pairs of depots as below, has been proposed:

I. Shambhupura (SMP) and Gandhidham (GIM) on WR for BCN and BCNHL stock
II. Deen Dayal Updayay (DDU)/ECR and New Katni Junction(NKJ)/WCR for BOXN and BOXNHL stock

1. Depots should be selected such that they are located on the same coinciding circuits. For example, GIM & SMP both have circuits, which are coincident.

   Circuits can be different but the 2 depots should be located on such circuit, which combined to have common destination on the unloading side and common originating points on the loading side also.

Such a strategy would ensure that minor deviations in the circuit where run between the OD is on different routes can be restored to their original circuit without any disturbance to the rake's operation. For example, NKJ & MGS both lie on circuits, which are different. However both the circuits share loading points in NCL area of ECR and some of these CIC area of ECR where rakes from both NKJ & MGS get loaded. Similarly, on the destination side both the circuits are serving many unloading locations on NWR, NR & NCR.

Selection of such circuit will ensure that if by any chance a rake is diverted from ECR to NCR circuit or vice versa there is an opportunity to correct the circuit both during loading and unloading operation. This will help reduce empty run.

2. The rake once started from Depot 'A' will continue to be identified on FOIS and FMM by a rake ID of depot 'A' only, in spite of the fact that BPC might get issued from depot 'B' during some of the CC examination cycles. So the rake will continue to be based at its nominated depot only and examination and issue of BPC will take place at the twinned depot whenever prescribed/needed without changing the ownership of the nominated base depot.
3. In order to ensure the major stake of the nominated base depot in terms of ownership and responsibility, it has to be ensured that the loading/dispatch of the rake to the twinned depot should not be completely random basis, the number of times during one year period that the rake can go to the twinned depot for examination should be limited. A CC rake typically gets between 9-12 CC examination during one year depending upon the KM earned and overdue running. It is proposed that during one year the rake of Depot 'A' (nominated base depot) can go for CC examination to the twinned depot maximum 3 times during a year and not more.
4. CRIS, through its FOIS and FMM teams, needs to provide the following facilities for FMM/FOIS users:
    - Providing visibility of the correct forecast of rakes, which are going to be received for maintenance to the FMM user. This should be provided through a suitable integration between FOIS & FMM
    - The rake allotment of empties at loading terminal side by the division should be as per the circuit notified for the particular CC base. This should ensure that the rakes are automatically reaching base.
    - The BPC on FMM is to be prepared with validated of 11 digit number in all cases and once the BPC has been prepared, signed and handed over to train crew, the original BPC of FMM without any change should get electronically transferred to FOIS as a train offering by the examination depot to the Yard Master for dispatch.
    - The train received from FMM, should run on FOIS with the original details available in the BPC electronically transmitted from FMM.

- For capture of data on Enroute changes to the rake composition a suitable module will be prepared by CRIS which can be used by divisions (Divisional control) to report any cases which result in detachment and replacement of any wagon(s) in the CC rake.
- In case of any detention unusual or asset failure involving the wagons constituting the rake, FOIS system should flash and alert to the FMM user of the nominated base depot and also to the twin depot in those cases where the BPC has been issued by the twin base depot. Alert to the nominated base depot should be available irrespective of which depot has issued the BPC

In order to implement the above framework, it is required that the provision of necessary connectivity as well as integration of FMM and FOIS should be provided within next one month time period. After the necessary connectivity and integration has been built by CRIS, CRSE concerned will be required to verify the seam-less connectivity and integration between two IT systems. **This work is to be completed within One-month time from the issue of these instructions by CRIS.**

At Board level a Committee consisting of DIR/TT, DME/Freight and nodal officer from CRIS shall be monitoring the integration work between FMM and FOIS and creation of other systems referred above.

**The above systems of operation is required to be started immediately after the above facilities in FOIS and FMM has been implemented.**

Once the system of operation on above basis has been started, all the four depots listed above shall be required to monitor the following aspects and maintain data from evaluation of the system by twinning the depots:

1) The cases of loss of traceability for each rake on FOIS/FMM whenever it happens
2) The cases of all unusual reported by all railways during the run of the rakes and detailed reports
3) The cases of asset failures that happen on the rakes based at the two depots
4) The details of all asset failures would include the component/subassembly involved and the analysis of reasons of failure
5) The details of each rake examined and cases of overdue running of rakes
6) All cases of unloadable or wagon rejected during loading
7) All details of unsafe situations or accidents involving the rakes/wagons of the twinning depots

**The operation of the twin depots will be tried out for Six-month period**. The data pertaining to above, shall be collected and analyzed for each depot and all cases of changes in performance compared to the past will be examined.

The information pertaining to all the above aspects shall be sent by concerned Zonal Railway to Board on completion of the trial period of six months for facilitating a suitable decision on continuance or otherwise of the system.

Necessary action may be taken on the railways concerned and MD/CRIS accordingly.

AJAY NANDAN

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**(AJAY NANDAN)**
**Exec. Director Mech. Engg (Fr)**
**Railway Board**

**Copy to:**
**General Managers/Open Line, All Indian Railways (except ECR, WR & WCR)**
**PSO to MT & MRS/RB –** for kind information of MT & MRS
**EDCC/RB –** for kind information of CRB