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.