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

No.2015/M (N)/951/63 Pt.

रेल भवन, नई दिल्ली- 110001, तिथि
Rail Bhavan, New Delhi-110001, Dated 21.05.2019

The General Managers
All Indian Railways

Sub: Joint Procedure order (JPO) of wagon damages: Measures to be taken on railways for reducing the incidences of wagon damages

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Incidences of damages to wagons due to improper handing during loading and unloading operations continue to be reported on the Zonal Railways. In order to standardise the varying practices followed on the Zonal Railways for preventing such damages, a JPO was issued vide Board's letter No.2010/TT-IV/9/1 dated 18.09.2015. These instructions issued jointly by the Traffic & Mechanical Directorates were expected to be followed up on all Zonal Railways (ZRs) by way of regular periodical joint inspection of loading and unloading terminals, meetings with freight customers (including handing agents), recovery of cost of such damages and issue of JPO at the Zonal levels for implementation of Board's JPO.

It is seen that the incidences of damages to the wagons are continuing more or less at same level on all ZRs, which is leading to a situation that due to damages, wagons particularly BOXN & BOBRN type wagons are quite often getting rejected at loading points and/or continue to run as embedded empties in various rakes. Further it has also been noted that even the relatively lower age BOXNHL stock is now becoming unloadable in certain cases due to such improper handling at terminals.

It is therefore, advised that necessary directions be issued to concerned officers on the Zonal Railway (ZR) to the following effect:

(a) The divisional officers be directed to ensure that the loading/unloading terminals located on their jurisdiction are regularly inspected, preferably on surprise basis to assess that the correct practices for loading/unloading are being followed.

(b) At the train examination points on the divisions, it should be ensured in all cases that wagon damages, which are occurring due to improper handlings, are clearly identified. In all cases the cost of such damages should be raised against the previous loading/unloading point from where such wagons were being received. With the regular use of FOIS, it is now feasible to identify the last unloading/loading terminals where such wagons have been handled.

(c) Each ZR must ensure that the damages bills received from the concerned divisions on the ZR and/or from other divisions on other ZRs are correctly reflected in the "Bills recovery register" maintained by the Sr.DFM of the Division.

In case it is detected that on certain sidings where the damages are occurring repeatedly and/or the party concerned fails to clear the dues within the reasonable time, ZR should consider further punitive action like stoppage of supply of wagons. ZR at HQ level may set up a suitable system for monitoring of wagon handling practices, damages caused and recovery of damage costs through proper raising the bills.

Railways may take necessary action as per above for proper implementation of the JPO and action taken be advised to Board's office.

This issue in consultation with TT directorate of Board.

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