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

No.2005/M(N)/951/25 **New Delhi, dated 11.6.12**

The Chief Mechanical Engineers
All Indian Railways

Sub: **Minutes of the COMs' Conference held in Northern Railway, Baroda House, New Delhi from 5th-7th May, 2012**

Kindly find enclosed subject Minutes for information and necessary action particularly with reference to Paras 1.4, 3.1, 3.4, 3.8 & 3.9.

A Mittal

(Archana Mittal)
Dir. Mech. Engg. (Frt.)

Encl: As above

Minutes of the COMs conference held in Northern Railway, Baroda House New Delhi from 5-7th May 2012

(A) Address by Chairman, Railway Board:

CRB complemented all Zonal Railways for their best efforts put in Feb/March 2012, despite various factors that affected freight loading in the initial months of 2011-12, which resulted in achieving 969.78 MT against the revised target of 970 MT. He expressed confidence that achieving an incremental loading of 55.22 MT to achieve the budgeted target of 1025 MT is possible and all COMs should strive to achieve the internal target of **1040 MT in 2012-13.**

There is still slack in the system (Line capacity) and COMs should strive for maximum utilization. Right powering should be resorted to improve the balancing speed and line capacity. Equipment failures especially signal failures and the down time should be kept under control. Locos should not fail in the midsection.

Other operating "Gross root level nitty gritties" like terminal detention monitoring, crew monitoring, embedded empties/short loads review, crew longer hours review etc., are to be done on a daily basis to get the desired operational output. "***Crew Monitoring Proforma***" as being designed in SER should be followed by all COMs.

Adequate maintenance blocks, duly cancelling/diverting few less patronized M/Exp/passenger trains, proper planning of freight trains etc., should be given and the service departments should be geared up for longer block hours for effective output.

(B) Address by Member Traffic

IR loading performance in the last FY 2011-12 was very good with a loading achievement of 969.78 MT against the revised target of 970 MT (Original Budgeted Target for 2011-12 was 993 MT). MT complemented all COMs for their best efforts in achieving the loading target.

MT expressed concern about the stagnating Lead of traffic over the years (Average lead in 2011-12 is 660 km, whereas the avg.lead in 2010-11 as 658 km).There is poor growth in POL, iron ore and other goods sector and there is stiff competition from pipeline (POL pipelines, slurry pipelines for coal/iron ore) and road sector. It is up to us to innovate and capture the traffic especially domestic iron ore by shifting from road to rail.IR has to concentrate on non-traditional commodities also.

MT exhorted all COMs to focus on the following to achieve the current year target of **1040 MT**:

a) Monitor the loading/unloading terminals. We should not have restrictive approach. Regulation is not a solution. Increase the capacity of terminal and encourage more PFTs. All COMs should be aggressive in marketing and get more PFTs which are primarily required in the interest of Railways. Any impediments in this endeavor, COMs may give feedback.
b) Focus on asset utilization and capacity creation. COMs should take the lead and conduct bi-monthly review of traffic facility works, doubling etc., with the technical branches.
c) Review the coaching links and crew links. This will generate more locos and crew.
d) Monitor the detention to locos at terminals, crew changing points. Ensure right powering to harness the line capacity.
e) On customer focus MT mentioned "We should not have the situation where the customer comes to Railway because he does not have any choice". Customers should feel IR is their preferred choice for meeting their transportation needs.
f) SrDOMs/Sr.DCMs should be nominated as members in tender committees which will provide opportunity to be involved in the execution of infrastructural works pertaining to their departments.

(C) Address by Advisor Traffic:

The economy is not picking up and the traffic offering will be limited except coal where pithead stock of CIL is quite high, in the current financial year 2012-13.It is therefore essential to meet all demands wherever may arise.

To achieve 1040 MT, we have to load a minimum of 46000 wagons/day on IR basis. ***The procedures and methods so far adopted in freight operations will undergo major change*** due to the traffic pattern and line capacity constraints. Increased use of IT based business tools (FOIS,CMS,TPMS,RAS etc.) is the requirement of present day operations and all COMs should make best efforts to implement and monitor for the desired results. In CMS, provision may be given for advance planning of crew for RC, PME, leave etc.,

(D) Discussion on operations

Sl.No	Decisions Taken	Action By
1.0	**Freight Loading:**	
	The requirement to achieve 1040 MT is loading of 46600 wagons/day in 2012-13.	**All COMs**
1.1	**Coal:**	
	Coal is the mainstay in achieving the target. An incremental loading of +40 MT is to be achieved. Coal India has been directed by GOI to sign more FSAs and to increase the supply. As on 1st April2012, the opening stock of pithead coal in CIL is 70 MT. COMs should ensure that daily coal loading is more than the pithead to rail head transportation. The coal transportation to rail sidings and loading has to be monitored on a daily basis in the prescribed Performa. Same type proforma may be followed for Imported coal also.	**SECR,ECoR, ECR,ER,CR** **All COMs**
1.1.1	Proliferation of CC+9+1 is the key. All COMs should take as a priority project and send the proposals immediately to Board. Bye-passes, small stretches spreading across zonal boundaries are to be taken care while sending the proposals.	**SR, NE,NF, NWR and other COMs**
1.1.2	UP country links are sacrosanct even if IB loading is less. Load more coal for MAHAGENCO and for NR/NWR.	**SECR**
1.2	**Iron Ore:**	
	Concentrate on Domestic iron ore movement. Scope for shifting from Road to rail. Hot-briquetted iron is getting imported at PRDP. The classification issue whether it will feature in "Other Goods" or I&S or Iron ore will be clarified by EDTT/S	**COM/SER, SWR** **EDTT/S**
1.3	**Food grain:**	
	Food security Bill is on the anvil There is a possibility of GOI allowing export of more foodgrains to tide over the situation of surplus stock. All these factors will translate into rail movement.	**NR,SCR**
1.4	**Container:**	
	CTOs should not be seen as competitors. Encourage more containerization/aggregation to improve the freight loading. Double stack container movement should be proliferated to tide over Line capacity issues and increase the revenue per rake.	All COMs

Sl.No	Decisions Taken	Action By
2.0	**Long Haul & Distributed Power System:**	
	Long haul has an average speed of more than 35 kmph. All COMs should identify specific sectors and run long haul (Empty as well as loaded) rakes to improve the line capacity/throughput. Loco troll/DPS trials should be done on priority. Long hauls with DPS will reduce the crew requirement; improve the gracing capacity and efficient running in graded sections avoiding stalling.	**All COMs**
3.0	**Operational Issues:**	
3.1	All BOXNEL rakes are to be shifted from SER to KK line of ECoR.	**COM/SER, ECoR**
3.2	Jumbo CC rakes may be formed by ER to run in Pakur-ECR circuit	**ER, ECR**
3.3	In 2nd Quarter (July-Sep12) make more MUs to use surplus locos and to avoid stalling due to rain.	**All COMs**
3.4	Customers have to be counseled regarding adequate use of air-pressure while releasing BOBRN wagons. This will avoid door-opening cases.	**All COMs**
3.5	Door welded BOXNs have to be segregated and run only in PH coal circuit.	**ECR**
3.6	Many Zonal Railways have restricted BCNHL movement due to door hits issue. The clearance of fixed structures like signal posts etc., are to be checked vis-à-vis SOD and the restrictions are to be lifted immediately. The problem has come down after the modifications in the door hinges. All the Version 1 BCNHLs (about 4000 BCNHL) should be segregated at the examination points BZA & SMP and should be formed as rakes for retrorefitment. This work will be done by SCR and WR on priority.	**All COMs** **SCR, WR**
3.7	WDG4 should be run end to end. Crew training should be done immediately.	**NR,NE,ECR, NE,WC**
3.8	In all wharfall coal loading sidings, rail post have to be implanted to avoid mechanical loaders in hitting the BOXN/BOBRN rakes	**All COMs**
3.9	COMs may obtain the detail from CRSEs on sidings in which wagon damages occur more and initiate steps to stop the damage to wagons in association with CCMs.	**All COMs** **All CCMs**
4.0	Majority of the COMs suggested that Board may decide on nomination/declaration of Container HUBs & Spokes.	**EDTT/S**

Sl.No	Decisions Taken	Action By
4.0	**Others Issues:**	
4.1	All COMs should send a list of long pending CRS approvals affecting line capacity, to Board immediately in 7 days. This will be taken up with CCRS by Adv.Safety. A D.O letter will be sent from MT to CCRS in this regard.	**Adv.Safety**
4.2	NWR has successfully reduced the overtime to SMs/Running staff by innovative methods and monitoring. This has to be replicated by other zonal Railways also. COM/NWR shall provide the necessary details to all COMs.	**COM/NWR** **All COMs**
4.3	**Private Freight Terminals (PFT):** PFTs are essentially required in Railway's interest to cater to the freight business growth. Each COM should make efforts to bring a minimum of **two** PFTs in 2012-13.	**All COMs**
4.4	**TPMS:** All COMs unanimously expressed the views that we need to find a solution for allowing short lead traffic also against congestion. Provision of FOIS alerts has to be made to inform the control that inward load for a destination is delayed/stabled whereas the inward terminal is vacant. This will assist in prioritizing the movement. It was noticed that for few terminals there are many spurs, each of them dedicated to a particular type of stock/commodity. Since the system assigns a single unloading value, it is not possible to have different congestion levels for different commodities/stock in such a situation. Advisor (T) desired that this issue needs to be resolved. It was decided that dynamic system of TPMS should be designed so that a user is able to lock his intent to load taking into consideration the congestion at the time of locking such intent. From the data given, it was seen that many terminals were underutilized. It also appeared that some Railways have not declared the correct handling capacities of terminals, reporting lower values instead. Advisor (T) desired that correct capacities should be declared.	**CAO/FOIS** **All COMs**

Sl.No	Decisions Taken	Action By
4.5	**IT Projects & Crew management System:**	
4.5.1	All COMs suggested that the present system of decentralized system of hardware maintenance of CMS equipments may be reviewed by Board since the specific hard wares like thin clients etc are not readily available in open market.	**ED (C&IS)**
4.5.2	In CMS, provision may be given for advance planning of crew for RC, PME, leave etc., This should be used by all Sr.DOMs/crew officers to plan/monitor the leave, training schedule of crew which facilitate better crew availability.	**CAO/FOIS All COMs**
4.5.3	For uninterrupted power supply all CMS in electrified area are to be given AT supply.	**Adv.Elec (RE)**
4.5.4	Like UTS, ideal topology for the CMS network may be prepared by CAO/FOIS and be communicated to all Zonal Railways. Railways will act and give suggestions.	**CAO/FOIS All COMs**
4.5.5	All COMs should ensure 100% functioning of CMS and generation of mileage reports. Specific reports as suggested by any may be advised to CAO/FOIS.	**All COMs CAO/FOIS**
4.5.6	The IT enabling projects RTIS (Real Time Train Information System) and RFID should be implemented in totality. This is essentially required to reduce the manual drudgery of controllers and improve the primary data capturing which is the basis for CAO & FOIS systems. The interface between various applications will be smooth only after RTIS and RFID.	**AM (IT)**
4.5.7	In ZRTI training module, a module on IT projects in operations may be included.	**ED/MPP All COMs**
4.5.8	CAO/FOIS informed that the tenure of work charged posts of Dy.COM/FOIS and their establishments expires by 30th June 2012. All COMs suggested that the establishment of Dy.COM/FOIS is essential to maintain various IT projects related to train operations and requested Board to consider for converting these posts as "revenue/sanctioned" posts.	**AM (IT)**

(E) Issues raised by COMs:

The following issues have been raised by COMs during the conference.

Sl.No	Suggestions/Issues	Action By
1	Shortage of Gr.A Officers at JAG level in NFR, SWR, NER	**OSD/MT**
2	After 6th Pay Commission, JrScale/Sr.Scale officers do not have DAR authority over many categories of staff resulting in piling up of cases at JAG level.	**AM/Staff**

Sl.No	Suggestions/Issues	Action By
3	Levy of Congestion surcharge in chronic terminals. If the customer unloads within the free time, an incentive/rebate may be given.	**Adv.Rates**
4	Documentation in iron-ore loading has to be streamlined and differential rating between domestic & export iron ore may be reviewed in the present context.	**EDTT/S**
5	Policy on Long loops for running Long Hauls may be given by Planning directorate.	**ED/Plg**
6	Policy on "Single Loco Pilot" in coal sidings may be issued by Board.	**DEE/RS**
7	Linking Block instruments of alternate stations which facilitate closure of intermediate stations in less utilized sections may be thought of. Signaling Dte may assist.	**Adv.Sig**
8	In sidings ASM may be posted so that he can perform both operating and commercial functions.	**AM/C**
9	In the avenue chart in Loco pilot category, shunter may be merged with LP(Goods) since no shunter is willing to work as LP (Goods). Similar cadre merging can be made in Pointsman+Gateman+Shuntman,Sr.Pass Guard + Mail Gd.	**ED/MPP**
10	The grievances of Controller cadre on Grade Pay/special pay anomaly may be looked into by Board	**EDPC**
11	NWR came forward to transfer surplus ASM,Guard panels to NCR.	**ED/RRB**
12	Surplus Electric Loco Pilots may be given to ECR to meet the shortage.	**ED/RRB**
13	The rate of demurrage should be equivalent to the earning capacity of the wagon.	**Adv.Rates**

2011/TT-IV/14/1 **New Delhi, Dated 14.05.2012**

(I.Jeyakumar)
Director TT/POL
Railway Board

Circulation:
PSO to CRB – for the information of CRB
PPS to MT – for kind information of MT
AM/T, AM(C), AM(IT), Adv.Elec(RE), CAO/FOIS
EDTT(S), EDTT(F),EDTC(R), EDTC(FM),ED(Plg),ED(C&IS),EDME(Frt), ED/MPP, ED/RRB
All COMs/IR