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

Rail Bhawan, New Delhi
Dated 04.06.2015

No.2015/TT-I/76/FOIS/1/TPMS

Chief Operations Managers
All Indian Railways

Chief Administrative Officer
Freight Operations Information System
CRIS Complex, Chanakyapuri
New Delhi

Sub: Electronic- Allotment for Congested Terminals (e-ACT).
Ref: This office letters of even No. dated 25.03.2015 & 27.04.2015 and letter No. 2014/TT-1/76/FOIS/1/TPMS dated 03.02.2015.

1. Pipeline (inward) Management of a freight terminal is a complex process. The unloading capacity, the average release time, working hours, transit time and demand for the terminal have an impact on the pipeline build-up for a freight terminal.

2. At present, pipeline management is undertaken through both the Terminal Pipeline Management System (TPMS) and manually by imposing restrictions on loading. TPMS covers all the goods-sheds on seven zones viz. NER, NCR, ECR, ER, WCR, SECR and SR and two select terminals in the remaining zones.

3. In the period that has elapsed since the release of TPMS, a number of suggestions have been received from various quarters. Inter alia, these suggestions/problems refer to the scope of greater accuracy in the estimation of the arrival date/time of the loaded rake at the unloading terminal and more equity in the accommodation of traffic over varying leads, modalities of preventing excessive pipeline build-up during 'Normal' congestion levels and/or on account of deterioration in the performance of the unloading terminals.

4. Consequent upon a review, it has been decided to roll out the trial version of a new pipeline management system called e-ACT (Electronic Allotment for Congested Terminals) having the following salient features:-

4.1. e-ACT will be applicable on select congested terminals on Indian Railways, which are specified in Annexure – I. These goods sheds shall be out of the ambit of the TPMS. *(Ref. Letter.No. 2015/TT-I/76/FOIS/1/TPMS dtd 04.06.2015)*

4.2. The system will work based on a firm indent (demand) from a loading location to any one of the notified e-ACT terminal.

4.3. Zonal railways shall ensure complete data entry of demands in the Terminal Management System (TMS) application immediately on receipt as the e-ACT system takes the **system date/time** of data entry to determine a global priority.

4.4. The e-ACT will give an allotment decision, i.e., Yes/No result at 09:00 hrs and 16.00 hrs every day on whether or not a specific indent for a congested terminal can be loaded in the next supply sequence at the loading terminal. *(Ref. Letter.No. 2015/TT-I/76/FOIS/1/TPMS dtd 04.06.2015)*

4.5. The system will calculate congestion level based on average waiting time (AWT) of all rakes in the pipeline rakes for the unloading terminal and thus arrive at a YES/NO decision.

4.6. For a "YES" to allotment of a rake against an indent, the AWT for the pipeline of rakes arrived in previous step should be less than 6 hrs and the individual rake waiting time shall not exceed 30 hrs.*(Ref. Letter.No. 2015/TT-I/76/FOIS/1/TPMS dtd 04.06.2015)*

4.7. For calculating unloading terminal performance, the physical number of lines at the unloading terminal, actual average release time over the last 3 months, working hours, average transit time for the given origin-destination traffic will be used.

4.8. The logic treats each line as a "machine" processing a rake (as a "job").

4.9. A dies-non period of 1 hr. is used to account for the time period between placements of two rakes.

4.10. The detailed e-ACT system logic is specified in Annexure-II.

5. Action to be taken by Zonal Railway:

5.1. Zonal railways shall ensure complete data entry of demands promptly on its receipt/acceptance in the Terminal Management System (TMS) application.

5.2. The loading capacity in terms of rakes per day (rounded off to the nearest integer) of each goods shed/siding needs to be fed immediately in FOIS by the concerned railway. The default loading capacity of each loading terminal is 1 rake per day.

5.3. For each unloading terminal in e-ACT, Zones shall ensure the data entry of the number of unloading lines, working hours in TMS etc.

5.4. As the e-ACT reckons the same two ODR days on every zone, i.e, Wednesday and Saturday, Zonal Railways must align their ODR days with e-ACT. In other words, all Zones shall henceforth have only Wednesdays and Saturdays as "ODR days"

5.5. Restrictions, if any, shall also have to be fed in the RMS module of FOIS promptly.

5.6. In case of back-loading of rakes from e-ACT terminals, average loading time plus average unloading time shall constitute the new rake processing time (unloading and back loading) for that terminal. (This will, in effect, ensure that a suitable time window is created for back loading at e-ACT terminals.) Zonal Railways should indicate the period for which the provision of back-loading has to be effected through suitable date entries in the e-ACT and obtain the approval of Railway Board.*(Ref. Letter.No. 2015/TT-I/76/FOIS/1/TPMS dtd 04.06.2015)*

6. In exigencies, proposals for loading that are not in concordance with the allotment decided by the e-ACT system must be referred to Railway Board for a decision.

7. Efforts should be made to ensure physical supply of rakes against the e-ACT allotted indents overriding any other priority at the loading station.

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(R.Gopalakrishnan)
Director Traffic Transportation (POL)

ANNEXURE-I: List of Terminals under e-ACT

S.No.	Railway	Station Name	Station Code	Board's Reference & Date
1	CR	Jalgaon Jn	JL	No.2015/TT-I/76/FOIS/1/TPMS Dated 03/02/2015
2	CR	Nasik Road	NK	
3	CR	Ahmadnagar	ANG	
4	ECR	Narayanpur Anant	NRPA	No.2015/TT-I/76/FOIS/1/TPMS Dated 27/04/2015
5	ECR	Karpoorigram	KPGM	
6	ECR	Begu Sarai	BGS	
7	ECR	Bapudham Motihari	BMKI	
8	ECR	Darbhanga Jn.	DBG	
9	ECR	Bettiah	BTH	
10	ECR	Raxaul	RXL	No.2015/TT-I/76/FOIS/1/TPMS Dated 25/03/2015
11	ECR	Khajauli	KJI	No.2015/TT-I/76/FOIS/1/TPMS Dated 27/04/2015
12	ECR	Khagaria Jn.	KGG	
13	ECR	Naugachia	NNA	
14	ECR	ICD BIRGANJ	IDBR	
15	ECR	Barauni Jn.	BJU	
16	ECR	Sarai	SAI	
17	ECR	Saharsa Jn.	SHC	
18	ECR	Laheria Sarai	LSI	
19	ECR	Chakia	CAA	
20	ECR	Dauram Madhepura	DMH	
21	ECR	Sitamarhi	SMI	
22	NER	Chapra	CPR	
23	NER	Siwan	SV	No.2015/TT-I/76/FOIS/1/TPMS Dated 25/03/2015
24	NER	Rudrapur City	RUPC	No.2015/TT-I/76/FOIS/1/TPMS Dated 04.06.2015
25	NER	Haldi Road	HLDD	
26	NFR	Haibargaon	HBN	No.2015/TT-I/76/FOIS/1/TPMS Dated 03/02/2015
27	NFR	Kishanganj	KNE	
28	NFR	Purnea	PRNA	No.2015/TT-I/76/FOIS/1/TPMS Dated 27/04/2015



Annexure-II : e-ACT System Logic For Deciding The Allotment Of Indents

E-ACT uses the registration date/time, which in conjunction with the priority of the indent, on a pan-IR basis, is used to determine the sequence of indents to be considered for allotment by the system. All indents for e-ACT terminals are considered as a singular package and the sequence of allotments is based on the following rules:

1. Generally, the indent with a higher priority as per the Preferential Traffic Order (PTO) will be considered for allotment first, except on two-days of the week (Wednesday and Saturday) wherein only the date of registration, irrespective of priority, will be used to determine the sequence of indents to be evaluated for allotment.
2. Within the same priority, the indents with an earlier registration date/time (older indents) will be considered first for an allotment decision by the system.
3. When both priority and date/time of registration are the same for two indents for the same e-ACT terminal, which is expected only as a rare occurrence, the system will determine the sequence of indents based on distance-equalization. Distance-equalization ensures that demands across the various slabs are uniformly satisfied. The distance-equalization for each terminal will be as per the following four distance-slab structure:

S.No.	Slab Km	Pro-rata Allotment for the month	Actual Allotment for the month	Progressive Deficit/Surplus (till previous day)
	A	B	C	D=C-B
1	0-400	25%		
2	401-800	25%		
3	801-1200	25%		
4	1201 and above	25%		

Against each distance slab, the actual loading of the month (till the previous day) is taken and the indents which fall in the slab with the highest deficit, "**D**" will be given priority over other indents. In case of a tie, wherein two indents fall in the same slab, the indent selection will be done by the system randomly.



4. The system will ensure that priority after considering both demands for e-ACT and non e-ACT terminals, is not violated when allotments are generated by the system for a loading terminal.
5. For each loading terminal, if there are pending allotments of prior days for which physical rake supply has not been made, the e-ACT system will itself suitably reduce the physical capacity of the loading terminal in its calculations.
6. In order to prevent any misuse, the provision of back-reporting of registering demand/indent will stand withdrawn from the Terminal Management System (TMS).
7. The e-ACT system will not consider indents for terminals which are restricted.
8. The rakes supply time is assumed by the system as 06:00 hrs of the next day.
9. Restrictions (marginal and above) as determined by TPMS will be taken into account by e-ACT while determining allotments E.g., if a senior indent for a TPMS terminal at a loading location is restricted by TPMS for the day because of congestion (marginal and above) indents for such destinations in the division shall be overlooked by e-ACT while generating allotments. *(Ref. Letter.No. 2015/TT-I/76/FOIS/1/TPMS dtd 04.06.2015)*
10. The indents for allotments for non e-ACT destinations will not be carried forward for subsequent days and will not be displayed to the field users. *(Ref. Letter.No. 2015/TT-I/76/FOIS/1/TPMS dtd 04.06.2015)*

