



**Minutes of Meeting Of The Committee For Comprehensive Appraisal Of
Operation Of Double Stack Containers On Indian Railways**

Held on 17th April, 2012 in Railway Board

Present :

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|-------------------------|--------------------------------|------------------------------|
| (1) Shri Surinder Pal | - EDCE(P), Railway Board | spal_1957@yahoo.co.in |
| (2) Shri Ashesh Agrawal | - EDME(Freight), Railway Board | ashesh1963@hotmail.com |
| (3) Shri H.D. Gujrati | - EDTT(S), Railway Board | hari_gujrati@yahoo.com |
| (4) Shri Alok Kumar | - EDCE(G), Railway Board | alokalokindia@rediffmail.com |

For addressing the issues mentioned in 'Terms of Reference' (circulated vide letter no. 2011/CEDO/SR/16/O, dated 01.09.11), deliberations were made by the Committee Members as under :

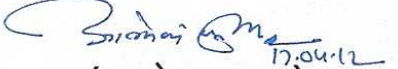
- Presently, sanctions have already been accorded by Railway Board for running of single & double stack containers of 8½' and 9½' height with width of 8' and length of 20'/40'. Width of 8' for container is presumably due to ISO containers of 8' width being moved world over on different rail systems. The latest update is as under :

SL	Container Type	Reference of Sanction	First Time Running On
1.	8½' high double stack on BLCA/BLCB wagons	2006/CEDO/SR/4, dated 22.02.06	PNU - MSH - VG - SUNR - DAR - PPBR section of WR
2.	9½' high double stack on BLCAM/BLCBM wagons	2011/CEDO/SR/23, dated 04.10.11	Gurgaon - Rewari section
3.	9½' high double stack on BLCA/BLCB wagons	2011/CEDO/SR/24, dated 07.10.11	Gurgaon - Rewari section

- ED/TT(S) mentioned that on the basis of input from Association of Container Train Operators, following routes have been identified as potential routes to run Double Stack Container Trains :
 - Ludhiana to Mundra/Pipavav/Ahmedabad via Bhatinda-Suratgarh
 - Delhi/NCR to Mundra/Pipavav/Ahmedabad via Rewari-Marwar Jn.
 - Delhi/NCR to Chennai/Vizag/Cochin via Nagpur
 - Kolkata/Haldia to Ahmedabad via Nagpur
 - Kolkata/Haldia to Chennai Port
 - Kolkata to Pune via Surat-Kalyan
- On Indian Railways, MMD on BG route is having width of 3250mm and height of 4265mm at the centre. Further, as per IRSOD 2004 for electrified routes, the height of ODC permitted is 4420 mm.

4. It was opined that possibility need to be explored by RDSO in consultation with container manufacturers/operators so that the dimensions mentioned above as per IRSOD 2004 are optimally utilized, following all the safety requirements in train operation. Options for double stack containers of lesser height also need to be examined for electrified routes.
5. While sanctioning the movement of double stack containers by Railway Board, envelope for various types of container movement may be defined and subsequently, various type of containers getting fitted into this envelope may be allowed to run after fulfilling other design and operational requirements, as to be specified by Indian Railways; so that for each new container, no separate processing may be necessary in Railway Board.
6. For finalising the specifications of ISO & Non-ISO containers including dimensions, type, payload etc. which need to be followed by the container operators and checked/ensured by Indian Railways, information will be collected by EDME/Freight and ED/TT(S), so that detailed document may be finalised by the committee.
7. It was considered proper by the committee to study and visit the container systems in India & abroad for proper appraisal & legislation on the subject and improving the productivity on Indian Railways. As a first step, visit to JNPT, Mumbai has been planned on 9th May 2012.

(No.2011/CEDO/SR/16/O, Dated 17.04.2012)


(आलोक कुमार)

कार्यकारी निदेशक/सिविल इंजीनियरिंग/जी./रेलवे बोर्ड

Distribution for kind information and necessary action to :

- Sr. PPS/CRB, ME, MT and MM for kind information of CRB, ME, MT & MM please.
- DG/RDSO, Manak Nagar, Lucknow.
- AM/CE, AM/Traffic, AM/ME, Railway Board.
- EDCE(P), ED/ME(Freight), EDTT(S) and EDCE(G), Railway Board.