

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

No. 2019 /M(N)/951/36

रेल भवन, नई दिल्ली- 110001, तिथि
Rail Bhavan, New Delhi-110001, Dated 25.09.2019

Pr. Chief Mechanical Engineers
All Indian Railways

Sub: Strategy / Action Plan for achieving Operating Ratio (OR) of 95% /90% in
2019-20


Ref: FC's Note No.2018.B-260/1 dated 09.09.2019

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With reference to Board's above letter action already being taken and required to be taken has been finalised at Board. Item wise action plan details are being enclosed as annexure. This issues with the approval of Board (MRS).

Necessary action as per above referred may please be ensured.

D/A: as above


(AJAY NANDAN)
Exec. Director Mech. Engg/Fr
Railway Board

Copy to:
PED/W, RDSO, LKO – for information & necessary action pls.

	increased from 30+5 days to 35+5 days	periodicities being followed by other railways all over the world. Further increasing the periodicity will adversely affect the safety and hence it has not been considered.												
D(xi)	Ineffective wagon holding of BOXN, BOBR and BCN stock to be brought to 3.5%	<p>Ineffective percent of BOBRN, BCN Type stock is already lower than 3.5%. The BOXN stocks ineffective is always more than 4% because of the excessive mishandling of these wagons in depots leading to large scale body damages. The progress of unloadable A, B & C category repairs are as below:</p> <table border="1"> <thead> <tr> <th>Category</th><th>Average per month 2018-19</th><th>Average per month up to Aug 2019-20</th></tr> </thead> <tbody> <tr> <td>U/L-A</td><td>11,473</td><td>15,103</td></tr> <tr> <td>U/L-B</td><td>3,945</td><td>4,795</td></tr> <tr> <td>U/L-C</td><td>1,050</td><td>1,232</td></tr> </tbody> </table> <p>It can be seen that the pace of a unloadable repairs has been increased during the year so as to ensure that wagons remain continuously available. This is already leading to reduced ineffective as compared to last year. However, the current rate of unloadable repairs is such that the cost of unloadable repairs is only BOXN type wagons would be very high, sized at about 600+Crore. This cost does not take into account the undesirable detention of wagons and consequent revenue potential loss. There is need for railways therefore, to strictly implement JPO on unloadable wagons.</p>	Category	Average per month 2018-19	Average per month up to Aug 2019-20	U/L-A	11,473	15,103	U/L-B	3,945	4,795	U/L-C	1,050	1,232
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D(xii)	Combining CC base of BOXN examination to achieve flexibility in loading as well as less running of empty rakes to improve WTR	The matter of combining CC base of BOXN examination has been reviewed number of times in the past. Keeping in view, the concerns of safety of operation, this has not been agreed to. It is again confirmed that combining of CC base of wagons as serious safety implication in train operation and need not be pursued forthwith.												

Strategy / Action Plan for achieving Operating Ratio (OR) of 95% /90% in 2019-20

C(i)	Standardisation of spares in different types of rolling stock	The spares in different type of rolling stock are standardised barring special fitments that are provided in certain stock. For example, the BTPN that carry liquids will have to have special purpose components, which will not be used for BOXN wagons. However, the critical components of bogies, couplers, break system components etc., by and large are standardised already.
C(ii)	Review of maintenance schedules of Rolling stock: life of certain 'Must Change' items of RS to be aligned with their replacement schedule	The list of items have already been reviewed and their replacement periodicity are already aligned with maintenance schedule periodicity. The life of these items is either determined in terms of ROH to ROH or POH to POH.
C(iii)	Zero-based material planning – Review of AAC/EAR	For zero-based material planning draft instructions have already been proposed to RS Dte and the matter is currently under consideration with RS Dte.
C(ix)	Other expenditure saving measures – Permitting en-route examination of premium	The premium examination trains are required to be examined at the nearest examination point from their last unloading location. Examination normally is avoided when the wagon is moving in loaded condition except for extending the validity of BPC wherever it has lapsed. This item is already implemented.
D(iii)	Increasing the speed of freight stock to 100 KMPH in empty condition and 75 KMPH in loaded condition	RDSO is already working on increasing the speed of freight stock to 100/75 kmph in empty/loaded condition. However, due to observation of CCRS and views of Track Dte at RDSO, speed certificates wagons based on recent trials are now being issued for 100/60 kmph in empty/loaded condition. The matter of increasing speed to 100/75 kmph in loaded condition for CC+8 trains is under consideration of Railway Board
D(vii)	Upgradation of CC+6 and CC+4 routes to CC+8 routes	Mechanical Dte has no role in proposing and approving nomination of CC+8 routes.
D(viii)	Permission to run CC+8 loads on CC+6 and CC+4 routes with restricted speed	The matter of permitting CC+8 wagon on other than CC+8 routes pertains to CE Dte
D(x)	Increase of validity of premium rakes to 15+3 days from the existing level of 12+ 3 days, in case of CC rakes, validity to be	The periodicity of premium and CC examination has been determined keeping in view safety of operation and reliability of stock. The periodicity in both the cases are far beyond