



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

**No. 2020/Track-III/TK/2**

**New Delhi, dated 05.12.2024**

**General Manager,  
All Zonal Railways**

**Sub: Rolling Block Plan guidelines.**

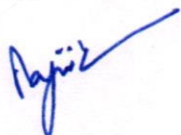
**Ref: JPO issued vide letter no.2020/Track-III/Tk/2 dated 29.08.2023**

Based on experience gained in implementation of Rolling Blocks so far, in supersession of the above referred JPO, following guidelines should be considered while framing Rolling Blocks plans:

- 1.0 26 Weeks Rolling Block plan will be a broad road map for execution of the planned engineering, electrical and signalling works which require traffic/ OHE blocks and/ or disconnection of signalling gears.
- 1.1 Such planning shall be reviewed once in every 2 months, duly updating the block planning for remaining period and incorporating new planning for additional weeks.
- 1.2 This planning would facilitate advance planning for blocks of longer duration which would require regulation of trains. Proposals for mega blocks (traffic blocks of duration more than 4 hours requiring approval of Railway Board) should be proposed well in advance by Divisions and approval of the same should be communicated to Divisions at least 4 weeks in advance, so that the same gets incorporated in the final 4 weeks Rolling Block Plans. This will give sufficient notice period to passengers & time to stakeholders for resource mobilization required to execute this works. Planning should be integrated for all stakeholders i.e Railway and other agencies such as IRCON, RVNL, RITES etc.



- 1.3 Proposals for regulation of trains, wherever required, must reach Railway Board 10 weeks in advance (ARP is 8 weeks plus 2 weeks processing) so that travelling public are not inconvenienced.
- 1.4 These blocks are mainly for planned works such as Girder Launching/De-Launching, Box Pushing, NI and major machine planning, Ballast Less Track/Washable Apron etc. and thus day to day block requirement for routine maintenance need not to be included in this plan. All Pre-NI, NI and Post-NI works must necessarily be a part of Rolling Block plan.
- 1.5 DRMs to exercise checks for consolidation and/ or correctness of blocks planned by various stake holders, to optimise usage of blocks. DRMs should ensure that the targets achievable are realistic and required resources have been planned, including clubbing of resources where required. Further DRMs to also pool in various resources and action required for execution of planned works in block time which results in minimum disruption.
- 2.0 Based on broad 26 weeks programme, 4 Week Rolling Block plans shall be prepared every week. It shall be a more detailed plan which should provide for regular maintenance activity also. All blocks, except emergent blocks, should be included in the RBP.
- 3.0 Based on 4 week Rolling Block plans, Weekly plans shall be prepared in comprehensive and detailed manner and shall be finalized by concerned Branch officers and approved by DRM by Saturday, so that concerned departments can plan manpower and material in advance for effective utilization of block from first day of upcoming week i.e Monday.
- 3.1 Block demanded should also be included in RBP and percentage of block agreed with respect to block demanded should be deliberated. This may also require changes in block planning so as to ensure optimum resource utilization for proper asset maintenance. Effort shall be made to integrate data across various softwares (e.g TMS,TDMS,COA etc.) for effective analysis.

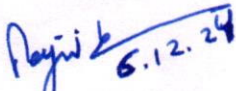






- 3.2 The block planning for next day shall be finalized by previous day evening and communicated to all concerned.
- 3.3 Denial or reduction of block timing agreed to in Daily Plan will require approval of SR.DOM/DOM, who will record reasons.
- 4 Evaluation of daily block demanded, block agreed, block finally granted and deliverables e.g. distance of track covered, reduction in speed restrictions etc achieved should be analyzed at the level of ADRM/DRM on the following day. The evaluation of Rolling Block Performance should be rigorously done by divisions and Zonal Railways. Board will randomly monitor the performance over any ZR/Division.

This has the approval of Board (MI, MOBD and CRB).

  
6.12.24  
**ED/Track(Mod)**

  
06/12/24  
**ED/Coaching**

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**No. 2020/Track-III/TK/2**

**New Delhi, dated 29.08.2023**

**General Manager,  
All Zonal Railways**

**Sub: Rolling Block Plan- Joint Procedure order.**

Board had advised for implementation of Rolling Block Plans and accordingly divisions are preparing rolling block plans for execution of various planned works. To ensure proper implementation of rolling block plans and uniformity of approach, the ensuing procedure order is being issued. Following guidelines may be kept in consideration while framing rolling block plans:

- a) Rolling Block Programme shall eventually be prepared for 26 weeks in the Division and approved by DRM. It shall be reviewed weekly and another one-week planning will be added every week. However, as this is a new practice, it was initially implemented for 1/2/4 weeks planning. The same should now be extended to 8 weeks planning and gradually increased to 26 weeks planning as the experience is progressively gained.
- b) Rolling Block Plan shall fulfil the requirement of traffic/power block for renewals, maintenance, new asset creation work, disconnections, movement of track machines, inspection vehicles and RMCs etc. including blocks committed for outsourced track machines. Mega blocks may be planned once in a week or as per the requirements of major infrastructure works or NI works.
- c) The Rolling block programs should integrate planning for all type of works e.g. civil, electrical, S&T and projects for creation/modification/rehabilitation of all types of infrastructure assets requiring blocks. Requirement of blocks by different stakeholders shall be assessed and dovetailed in a joint manner. With integrated planning, separate blocks in same section for works of different departments/agencies can be avoided in the 26 weeks horizon.
- d) SrDOM shall indicate a suitable corridor for giving the blocks demanded taking into consideration the integrated maintenance corridor block provided in the working timetable, historical data and operational patterns.

- e) An empowered team of all concerned branch officers shall be nominated on each Division to review and finalise the Rolling Block Plan.
- f) The weekly block planning will be finalized by concerned branch officers and approved by DRM. Grant of blocks & output of blocks shall be reviewed by DRMs regularly and the review of grant and utilisation of blocks in the previous week shall be part of Rolling Block Programme.
- g) The record of block demanded, granted, actual duration and output should be updated, as usual, in Control Office Application (COA), Track Management System (TMS), Traction Distribution Management System (TDMS) etc. for log. The planning, execution and internal communication for Rolling Block Programme may be done as deemed fit by the division.
- h) This programme is for planned works. Activities requiring urgent blocks will continue to be governed as per the existing practices/provisions.
- i) Appropriate and adequate resources should be mobilised to optimise the productivity during these blocks. Proper planning and resource mobilisation should be ensured to complete the planned work within planned block time with required quality.
- j) Eventually planning for blocks for mega works and NI works necessitating cancellation/rescheduling/diversion of trains, should be made adequately in advance and such works should be eventually slotted for exact dates in the 26 weeks horizon so that trains can be cancelled/rescheduled/diverted before the commencement of Advance Reservation Period (ARP), so that passengers are not inconvenienced. However, to start with, cancellation/rescheduling/diversion are to be made 4 weeks in advance as far as possible and the period should be gradually increased to ARP.
- k) For increasing the maintenance corridors, intra zonal trains can be rescheduled with the approval of GM under information to Railway Board.
- l) For increasing the maintenance corridors, trains involving only 2 zones can be rescheduled by the zones concerned with mutual consultation & approval of GMs under information to Railway Board. If agreement is not reached between the two zones, matter may be referred to Railway Board.

This has the approval of Board (MI,MOBD,MTRS and CRB).

  
**PED/Track(M&Mc)**

  
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