

3098600/2024

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

रेल भवन, नई दिल्ली-110001

Rail Bhavan, New Delhi - 110 001

Date: 24.06.2024

No. 2023/TC(FM)/04/35 (E-3448000)

**The General Managers
All Indian Railways**

**The Chief Managing Director
Konkan Railway Corporation Limited
6, Sector 11, CBD Belapur, Navi Mumbai -400 614**

Sub: Yard examination and repair during examination of NRC wagons at locations other than IR maintenance depots.

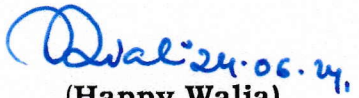
The matter regarding yard examination and repair during examination of NRC wagons has been deliberated in Board and the competent authorities have approved private maintenance of Privately Owned wagon, purely as a Pilot Project, as is being done for 10 BLC rakes of CONCOR allowed vide Board's letter no. 2023/M(N)/951/7 (E-3444788), dated. 07.11.2023 and related instructions. Broad guidelines for the same are as under-

- i. This maintenance work can only be entrusted to Konkan Railway Corporation Ltd (KRCL) which is the only 'Non-Government Railway' authorised as 'Railway Administration' under the Railways Act 1989.
- ii. Supervision of maintenance work will be done by the nominated C&W supervisor of IR and only he will be authorised to issue BPC, on the basis of fitness certificate issued by KRCL
- iii. The work should be executed strictly in terms of the extant rules, manuals, procedures established by Railway Board, RDSO, IRCA-III etc. for maintenance of rolling stock.
- iv. Staff engaged for this work should be chosen from the existing C&W departmental staff of KRCL, having more than 10 years of experience in examination and maintenance of wagons.
- v. Medical fitness, training, competence, and experience shall be as per prevailing Indian Railway norms for its own staff and this information should be shared with IR.
- vi. Maintenance staff deployed will be liable to be taken up under D&AR for any indiscipline and non-adherence of laid down maintenance and safety rules.

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- vii. Proposal for yard examination, including on train repair of wagons by KRCL would require prior approval of Mechanical Engineering (Freight) Directorate of Railway Board which will be decided on a case-to-case basis.
- viii. Agreement between wagon owners/operator and KRCL should be submitted to Freight Mechanical Directorate of Railway Board for approval so as to ensure the compliances of various extant rules.
- ix. Entire cost of such yard examination/maintenance would be borne by the wagon owners/operators, even if the provision exists for maintenance charges under applicable wagon investment scheme.
- x. Obligations and liabilities in case of accidents, limitation of liability, insurance and dispute resolution etc should be clearly defined in the agreement.

2. The above guidelines shall be reviewed on the basis of the formal report of trial of CONCOR rakes.


(Happy Walia)
EDME/Freight

Copy to:

- 1) PSO (CRB & CEO), PSO (M O&BD) and PSO (MTRS) for kind information to CRB & CEO, MO&BD and MTRS.
- 2) DG, RDSO, Manak Nagar Lucknow.
- 3) AM(TT), AM(C), AM(ME), AM(R), PED(W&D), Railway Board.
- 4) PCOMs, PCCMs, PCMEs All Indian Railways.
- 5) EDFM, EDTT(S), ED(C&PPP) and Dir. ME(frt.) Railway Board.
- 6) CFTMs, CCM/FMs, All Indian Railways.
- 7) Owners of Private Wagons registered under GPWIS, LWIS, SFTO, LSFTO and AFTO.
- 8) Copy to be placed on ME (Freight) Directorate File 2023/M(N)/951/7 (E:3444788)

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

No. 2023/M(N)/951/7 (E3444788)

Dated: 07.11.2023

General Manager
Northern Railway, New Delhi

CMD, CONCOR
New Delhi

Sub: Trial for maintenance of 10 BLC of CONCOR ownership by CONCOR
Ref: NR's letter no. 49-T/TGS/Pt-VI dated 16.01.2023 (copy enclosed)

Please refer to letter under reference wherein NR had suggested a pilot project of private train examination in NR.

The matter has been considered in Railway Board and it has been decided that a pilot project for *maintenance of 10 nominated BLC rakes owned by CONCOR may be taken up by CONCOR, for a period of 6 months*. Wagon maintenance activities and the competencies of the private maintenance staff is to be *decided by PCME* further ensuring that extant safety instructions, maintenance regimes, use of spares procured from approved sources wherever mandated, and instructions related to operations issued by RB, RDSO, CRS and the concerned ZRs from time to time, be followed without any deviation.

During this proposed pilot project, supervision of the maintenance work is to be done by IR staff in all cases, to provide guidance and to rule out possibilities of shortcuts.

CRSE/Fr/NR and CFTM/NR to jointly monitoring the progress and performance of these controlled rakes and submit a report on completion of 6 months period.

This has the approval of Board (M/TRS & M/O&BD).

DA: as above

 07.11.2023

(Happy Walia)
EDME(Freight)
Railway Board

Tel - 011 23047432

Email: edmef@rb.railnet.gov.in

Copy to :

1. **PSO/M(TRS) & PSO/M(O&BD)** - For kind information of Board(M/TRS) & Board (M/O&BD)
2. **GM/All ZRs (except NR), MD/DFCCIL, DG/RDSO**
3. **AM/TT, AM/C, AM(Revenue), PED/W&D, EDFM, GM/FMM/CRIS & Director NCO**

Room No. 312-C, Rail Bhavan, Raisina Road, New Delhi-110001

Northern Railway

Headquarters Office,
Baroda House,
New Delhi.

No.49-T//TGS/Pt-VI

Dated: 16.01.2023

The AM/Traffic
Railway Board,
Rail Bhawan,
New Delhi.

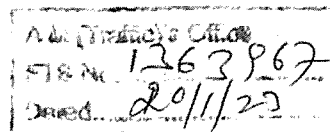
Pl. discuss

AM/TT

For
20.1.23

PE/T/M

DAS

**Subject :- Regarding Improvement in Container train Operations**

Ref- This office letter no. 49-T//TGS/Pt-VI dated 11.10.2021

Northern Railway is a major container loading railway on IR. A target of 14.1 MT Container loading has been set for NR for FY 2022-23 by Railway Board. While there is a slow down in sponsored food grain loading by FCI, Container loading still holds the potential to support the loading profile of Northern Railways. It is a sunrise sector in view of increasing stress on Containerization and optimistic growth forecast of India's International and Domestic Trade. Thus it is in the interest of railways to facilitate sustained growth in Container traffic and for this purpose some operational strategies are discussed below :-

1. **Private train Examination-** There is a persistent shortage of TXR staff at Container terminals and CTOs have complained time and again about the rake being detained for Examination. In view of this, some suggestions have been received from CTOs whereby CTOs themselves have offered to conduct CC Examinations in their ICDs under the supervision of Railway TXR. In this regard, it may be noted that MCA Clause 5.9 Wagon Maintenance by Other Entities permits wagon maintenance by Private vendors at terms and conditions specified by Railway Administration. It is noteworthy that Maintenance of Locomotives by Private vendors viz, General Electric and ALSTOM at Roza and Khanalampura respectively have yielded good results by Higher availability of Locos on Line.

Hence, in view of TXR staff shortages and consequent detentions, we may start a pilot project of Private train examination in Northern Railway.

2. **Reduce Basing on Northern Railway-** Northern Railway has CC basing of around 50% (i.e. 245 out of a fleet of 550) of all Container rakes based over IR. It is noteworthy that around 75% of basing on NR (i.e 185 rakes) is held by only Delhi area which is a very high number given the operational constraints of Delhi area. This high number of basing on NR is leading to excessive congestion on Northern Railway. The primary purpose of a container terminal i.e. Container handling often suffers as the Container Terminal remains engaged in CC Examination for Long durations. Hence, it is proposed that Container rakes may be shifted out of Northern Railway and basing be reduced to below 180 rakes.

In this context, it is noteworthy that the Board had issued a policy for basing Container Rakes in Operationally convenient yards in January 2021. However, this has not been operationalised due to some issues for which a separate reference has been made to Board. Quicker resolution of these issues

at Board level and Implementation of policy will mitigate the effects of high basing on NR.

3. **Multiple Basing of Rakes-** Multi-basing of container rakes is the need of hour in view of increased stress on containerization. On one hand, this will reduce empty running for examination on Railway account and on the other hand, reduce excessive burden of examination on one single terminal. This will greatly bring down the downtime of Container rakes (downtime due to examination) and improve the economic productivity of container rakes. This means that for carrying the same amount of traffic, less container rakes need to be deployed. Fortunately, with rake maintenance data being maintained through IT Modules like FMM, information can be shared across multiple depots and multi-basing can be possible.

4. **STR to be replaced with GDR Check-** As per present policy, after every Loading/unloading, a Safe to Run (STR) check is conducted at TXR points and GDR is conducted at Non-TXR points. Many Container terminals in NR do not have TXR posted in all shifts but are still subjected to STR Check after every unloading/Loading by TXR gang. This results in huge detention as rakes often wait for TXR gangs to arrive.

In the interest of overall operations, it is proposed that rakes originating from non-TXR point terminals may be subjected to GDR checks only. This will save precious TXR staff which can be deployed for other productive purposes.

Some of these suggestions have earlier been shared with the Board through the reference mentioned above. Board is requested to consider these suggestions for improvement in container operations.

MANOJ KRISHNA
AKHOURI

Digitally signed by MANOJ
KRISHNA AKHOURI
Date: 2023.01.18 11:42:57
+05'30'

(Manoj Krishna Akhouri)

PCOM/NR

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

No. 2020/TT-III/73/23

Rail Bhawan, New Delhi, dt: 13.01.2021

Principal Chief Operations Manager,
Northern Railway, Baroda House,
New Delhi

Sub: Basing and Examination of container rakes in railway yards
Ref: PCOM/NR's letter no. 49-T/59/TGS/Pl VII dated 04.12.2020

Northern Railway vide their letter under reference raised the issue of creating C&W examination facilities in railway yard serving ICDs due to the congestion inside ICDs on account of C&W examination. If the examination is shifted to yards serving ICDs or other suitable yards in proximity of ICDs then more rakes can be dealt with inside the ICDs.

2. The matter has been examined in Railway Board and it has been decided that the examination of container rakes may be undertaken in operationally convenient railway yards in addition to the examination being done in the private terminals. Locations of such railway yards may be jointly determined by CFTM & CRSE on receiving requests from CTOs. Additional infrastructure required in railway yards for carrying out examination of container rakes will be developed at the cost of the concerned CTOs. However, Railways reserve the right to examine any other rolling stock in these facilities.

3. All Zonal Railways may adopt the above method for increasing examination facilities for container trains.

4. Zonal Railways may also depending on need/ justification augment C&W examination of container rakes including round the clock examination at existing facilities of CTOs inside their terminals.

(Manish Jain)

Executive Director /ME(Frt)
Railway Board

(Dr. Manoj Singh)

Executive Director /TT(F)
Railway Board

Copy to:

PCOMs/ All Indian Railways
CFTMs/ All Indian Railways
CRSEs/ All Indian Railways
All Container Train Operators

