

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

No.TC-I/2020/8/efile/1(3328685)

New Delhi, dt.01.05.2024

Colonel
Brig Strat Mov
DG OL & SM
Integrated Headquarters of Ministry of Defence(Army)
New Delhi- 110011

Sub: Charging in case of Military Special

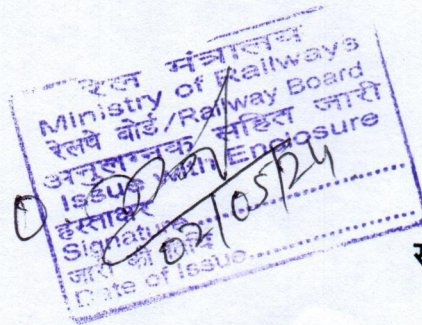
Ref: (i) Rates Circular No.32 of 2014 and its amendments
(ii) Mech Dte:No.2019/M(N)/951/14(E:3321109) dt.19.04.2024(copy enclosed)

Please refer to your letter No.20001/ADG Mov/Rail/P-1 dt.08.04.2024 wherein *inter alia* referring to the instructions for securing of all consignment before movement in Defence wagons, has sought for certain dispensation for charging of Military Goods Traffic (BOM/MBWT).

The matter has been examined in consultation with Mechanical directorate of Railway Board who has opined that vide letter under reference (ii) necessary instructions have been issued for provisioning of Lashing arrangement in Defence stock. Moreover, the responsibility for securing/lashing in military wagons lies with the Defence authorities.

Regarding charging of Military Goods traffic, extant guidelines that freight shall be charged for actual number of wagons in the train, subject to a minimum charge for 40 bogie wagons per train, holds good.

DA: as above



संयुक्त निदेशक यातायात वाणिज्य (दर)
रेलवे बोर्ड
(अमितेश आनंद)

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Please send
01/05/2024

भारतसरकार **GOVERNMENT OF INDIA**
रेलमंत्रालय **MINISTRY OF RAILWAYS**
रेलवेबोर्ड **RAILWAY BOARD**

No.2019/M(N)/951/14. (E:3321109)

Dated: 19.04.2024

**Principal Chief Mechanical Engineers,
All Zonal Railways**

Sub: Provisioning of Lashing arrangement in Defence stock.

Ref: Minutes of Meeting held on 12th April 2024 with Ministry of Defence(copy enclosed)

There have been reports related to deficiencies of lashing arrangements for securing the consignments being transported by Military Wagons.

In order to streamline and ensure availability of lashing arrangements the following instructions are being issued for compliance by all Zonal Railways.

- i. Now securing arrangements viz. lashing chains, Scotch Blocks and Track Guides in military wagons are to be provided at Loading Points and not at Examination Points by the ZRs in which jurisdiction such loading is being done.
- ii. Based on the number of Military rakes examined during the previous 6 months, the Zonal Railways shall assess and procure, *on top priority*, lashing arrangements i.e. Lashing Chains, Scotch Block and Track Guides. Deficiencies in such rakes can be a good indicator for quantities to be procured so as to ensure full securing by different ZR during which jurisdiction loading points falls.
- iii. All such securing arrangements (*Lashing chains, Scotch Blocks and Track Guides etc.*) shall be handed over by Railways to the Defence Authorities on proper accountal, at the loading points. This has been agreed to by Defence Authorities who will take receipt of these lashing arrangements.
- iv. At the time of loading, these lashing arrangements will be secured by Defence Personnel and assistance will be given by ZR where such loading is being done.
- v. Officials from the Defence Ministry have agreed to remove all lashing gears from the wagons at the unloading points and retain them in their custody. Additionally, they have agreed for establishing or designating a storage facility within the Defence area for this purpose.
- vi. Proper documentation of handing over and taking over of lashing arrangement at Loading and Unloading points will be required to be maintained by ZRs.

- vii. Defence Officials will be responsible for maintaining a comprehensive record of all such materials in Defence custody, and the inventory at each location will be communicated to the concerned Zonal Railways. Chief Rolling Stock Engineers (CRSEs) from all relevant zones will ensure that they have access to details regarding stock held by the Defence and Railway custodies on the first day of each month.
- viii. After the shortfall is made good, the balancing of lashing material inventory in Defence custody will be managed by the respective Zonal Railways based on loading/unloading forecasts. Zonal Railways shall manage this through road transportation as and when required for which ZR will be in close coordination with the Defence authorities.
- ix. Since lashing arrangements are provided at loading points and will be at all the time in close custody of Defence personnel *manning Military Stock*, Railways will discontinue the practices of tack welding and securing secondary lashing arrangements as an anti-pilferage measure. This aims to facilitate the smooth removal of lashing arrangements at unloading points. Since these securing arrangements need to be removed at unloading points, and considering that these wagons are always escorted by Defence Staff after loading, such tack welding is not required. Needless to mention that primary chains are already welded/fitted to wagon. While there should not be any shortage of primary chains (for wagons where Primary Chains are part of design and permanently welded/fitted to wagon body) but these are also required to be made good at loading points by respective ZR.

Zonal Railways are requested to take immediate action on the above.

This has the approval of **Board (MTRS)**.

DA: As above

HAPPY
WALIA

Digitally signed by
HAPPY WALIA
Date: 2024.04.19
19:12:23 +05'30'

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