

North Central Railway

No. Mech./831/12/Frt.

**Circular No. 11/12/MECH,ALD/C&W**

Date 04.09.12

**JOINT PROCEDURE ORDER**

**Sub: Realization of Cost of Damages to Wagons during loading/unloading by JCB/Pay loaders/Tiplers in Private Siding over North Central Railway.**

Due to improper handling of JCB/Pay loaders/Tiplers, wagons are getting damages at loading/unloading points over North Central Railway. Damages of wagons results into;

- Arising of 'C' Category unloadable wagons, affecting availability of wagons.
- Additional requirement of 'C' category repairs in Workshop and cost.

As per Para (v) of Railway Board's letter No. 98/M (N)/951/12 Dated 27.11.2002, "Siding Owner shall be liable to pay repair charges (Labour & material cost) for the wagon damaged due to defect in tippler/retarder. The average repair expenses shall be assessed by joint inspection of tipped wagons by DME/Sr. DME (C&W) and the siding owner representative. This joint inspection shall be carried out for three days once in six months and the average repair charges per wagon (VU) to be realized from siding owner so arrived shall be valid for next six months".

As per Para 18 of "Standard Form of Agreement of Private Siding" issued vide Railway Board's letter No. 2002/CE-I/SP/I Dated 12.7.2005, "The applicant (siding owner) is entirely responsible for damage to the engines, damages and deficiencies of rolling stock (Railway Wagons) or other property of the Railway Administration from any cause and shall make good on demand for all such losses"

*This clause should be included in the agreement of private parties, if not already done.*

Additional Member (Traffic)/Railway Board vide D.O. No. 2008/TT-IV/9/7 dated 17.12.2008, addressed to COM/All Indian Railway, has issued instructions that provisions of siding agreement should be strictly implemented in the Railways. In addition, siding damages to wagons should be identified and such siding holder should be advised to take corrective action to avoid handling damages.

As per above guidelines of Railway Board, this JPO is being issued for setting up a billing/recovery system over North Central Railway.

1. Sr. DOM & Sr. DME/C&W of division will jointly identify the locations/siding where major damages/deficiencies to wagon is taking place during loading/ unloading of wagons.

2. At these locations a joint check by the representative of C&W, Commercial and siding owner will be done on weekly basis for
  - a) At unloading points - Damages/deficiencies to the wagon arising during the process of unloading after unloading has been completed.
  - b) At loading points - After loading, for Damages/deficiencies during the process of loading.
3. Based on above joint note/average billing, AME (C&W) will send the repair cost (including materials & labour) on fortnightly basis to Sr. DME (C&W). The repair cost for recovery from siding owner will be worked out in consultation with Associate Finance.
4. Bills of damage/deficiency in wagons should be raised by Sr. DME(C&W) on actual repair cost, including labour, material etc. and should be sent to Siding Owner (Authority of Siding Holder) by Mechanical Branch with copy for information to Sr. DCM/Sr. DFM.
5. Sr. DFM should include the recoverable amount in "Bills Recoverable" register.
6. Sr. DCM, Sr. DFM and Commercial Inspectors as well as TIAs shall monitor and pursue with siding owner (s) for early realization of recovery.
7. Quarterly statement of amount claimed, cleared and due will be intimated by Sr. DME (C&W) to all concerned with a copy to Headquarter.
8. DRM will advise the loading/unloading customers (i.e. Siding Owner) to stop such practices which result into damage/deficiency in wagons & impose penalty as per the contract.

  
CME 04/12

  
COM

  
CCM