

## **Duties of the Operating Officers of West Central Railway/Head Quarters.**

### **PCOM**

#### **Principal Chief Operations Manager**

##### **Job Profile:**

The Principal Chief Operations Manager is the centralized authority to co-ordinate, direct and control freight and passenger train operations. He also looks after the freight marketing of the railway system. All major railway users co-ordinate with the Principal Chief Operations Manager to develop their railway facilities.

### **CFTM**

- ❖ Over all Freight Operations.
- ❖ Meeting Loading & Earning Targets and action thereon.
- ❖ Extended crew run and action thereon. Finalization of Power Plan and Rationalization of Loco run.
- ❖ Streamlining of Carriage & Wagon examination. Optimizing usage of Rolling stock.
- ❖ Freight Terminal management.
- ❖ Co-ordination with Rly. Board & Zonal Railways.
- ❖ Reply of Draft Para and Audit Para concerned to freight operation.
- ❖ Disposal of MPs & MLAs suggestion/complaint with respect to freight movement.
- ❖ Reply to Boards letters on Freight related subjects.
- ❖ Marketing efforts for maximizing freight traffic.
- ❖ Policy issues and suggestions for amendment to help loading / operations.
- ❖ Movement of ODC.
- ❖ Monitoring of FOIS.

### **CPTM**

- ❖ Overall in-charge of Passenger Traffic and management of coaching rolling stock and crew.
- ❖ VP movement for Parcels etc.
- ❖ Time tabling of trains, reply of MP/MLA/RB's letters pertaining to coaching operations.
- ❖ Punctuality of trains, draft para/audit reply pertaining to coaching operations & other allied coaching matters.
- ❖ Rajbhasha , ICMS,COA,COIS management.
- ❖ Introduction/Revision of timings of Passenger trains.
- ❖ Granting Permission to Coaches/trains booked on FTR.

### **CTPM**

- ❖ Traffic Transportation Planning.
- ❖ Monitoring of various works on Traffic facilities/ Doubling/New line/ Gauge conversion and other works required for improvement of the train movement.
- ❖ Scrutinize of plans and proposals.
- ❖ Reply of MP/MLA references. All sidings related works.
- ❖ Zonal training school. Review of survey matters.
- ❖ Policy matters.
- ❖ Operating safety related issues (viz. dispensation matters, speed certificates, opening of new lines etc.).
- ❖ Compliance of the letters of CRS.

**Dy. COM (GOODS)**

- ❖ Rationalization in loco and crew run.
- ❖ Optimum usage of rolling stock. Freight operations.
- ❖ Crack trains monitoring.
- ❖ Performance of different terminals as well as Power Houses located over Eastern Railway.
- ❖ Close co-ordination with the concerned branch to improve their performance.
- ❖ Supervision of central freight control. CRS sanction of rolling stock.

**Dy. COM (COACHING)**

- ❖ Punctuality & coaching operation.
- ❖ Punctuality matters including all references of punctuality, Parliament Questions relating to Punctuality.
- ❖ MP/MLA's references and Public representation / complaints.
- ❖ References of MP/MLA's and public grievances.
- ❖ Emergency Control and management thereby. Coaching Conference.
- ❖ Speed Restrictions and references thereby.
- ❖ All work of Train Punctuality Section, MCDO, Establishment matters, VIP movements and all other matters arising time – to – time.
- ❖ Granting Permission to Coaches/trains booked on FTR.
- ❖ Time table, block, maintenance and other coaching related matters.

**Dy. COM (FOIS)**

- ❖ He will monitor and liaison with Divisional and Zonal Authorities of Civil/Optg., S&T and Electrical staff for timely preparation of sites and electrical fittings etc. at locations over the Zonal Railways.
- ❖ He will ensure that works are commissioned as per target laid down by CAO/FOIS and Railway Board and liaison with Divisional authorities & DOT to ensure timely availability of Railway/BSNL channels upto specified locations.
- ❖ He will assist the IRCOT/CRIS/FOIS Telecom in commissioning of FOIS terminals as well as implementation of FOIS/ICMS/TMS/COA/CMS and other related systems.
- ❖ He will ensure that data feeding in all the divisions is being done timely on real time basis.
- ❖ He will ensure that correct figures of Divisional/Zonal/Interchange points are coming on computer and discrepancies are sorted out quickly.
- ❖ He will ensure that all the instructions issued by FOIS central organization are communicated to divisional offices and are complied with.
- ❖ He will ensure that properly trained staff work properly on FOIS/terminals in HQ and divisional offices. If sufficient Nos. of trained staff are not available. He will arrange training of staff in consultation with CPM/FOIS.
- ❖ He will ensure that system runs smoothly over his Zone and in case of any discrepancy in system he will chase up with CRIS/CMC or CPM/FOIS.
- ❖ He will ensure that system over his zone is working properly.
- ❖ He will have full liaison with S&T Department, Sr. Divisional Operations Managers of his zone and central organization of CRIS and FOIS/HQ NDLS as regards working and maintenance of PCs, Printers, ACs, Hubs, Modems, Routers etc. are concerned.

- ❖ He will ensure timely action by divisional authorities prior to extension and application of all application of all system as per instruction of CAO/FOIS.
- ❖ He will visit field units from time to time to ensure smooth transition of all modules of FOIS/CMS/COA/ICMS/TSR & other sub systems from manual band of computer based.
- ❖ He will give timely feedback to CFTM as well as CPM/FOIS.
- ❖ He will assist CFTM/Sr. DOMs in ensuring that annual maintenance contracts are entered into well in time and day-to-day maintenance problems are sorted out.
- ❖ Any other work assigned by CFTM/CAO/Superior Officials.

#### **Dy. COM (Planning)**

- ❖ Man power planning of Traffic department of entire zone.
- ❖ Modernization of establishment of Traffic department such as Area Training School, Running room, Central control and Zonal operating Office.
- ❖ Monitoring of training of Group 'C' staff.
- ❖ Deals with private sectors for construction of new sidings/PFT.
- ❖ Deals with traffic facility works & infrastructure development
- ❖ Arrangement of training /seminar for officers.
- ❖ Any other work assigned by CTPM/Superior Officials.

#### **STM (Planning)**

- ❖ Traffic Planning.
- ❖ Man power planning.
- ❖ Crew Review.
- ❖ Hiring of Vehicles.
- ❖ Deals with PNM items.
- ❖ General Office Management.
- ❖ Any other work assigned by CTPM/Superior Officials.

#### **SECY. TO COM**

- ❖ Organizing various meetings as and when asked by competent authority.
- ❖ Coordinating with different departments for early disposal of the files and letters.
- ❖ Maintenance of various letters and circulars addressed to COM.
- ❖ Preparation of meeting papers for COM and CFTM like Operating meeting/ Crack meeting.
- ❖ Up keeping list of Officers of TT&CD.

#### **ATM (Goods)**

- ❖ He will assist Dy.COM/Rules regarding Safety matters pertaining to following duties.
- ❖ Revision of GR & SR (issue of correction slips).
- ❖ Monitoring of overdue cases of Refresher Course, Vision test etc. Preparing safety related papers.
- ❖ Co-ordination with Principal, ZRTI and other traffic Training Institutes. Analyzing and compiling of training related information.
- ❖ Dealing with the cases of dispensation related to Signal and Engineering department.
- ❖ Compliance of CRS inspection and other safety related inspections.
- ❖ Legal matters/Court cases of Operating department.
- ❖ Maintaining of various Operating and Commercial circulars.
- ❖ Preparation of Operating data.
- ❖ Preparation of MCDO & other monthly statistical figure.
- ❖ Correspondence of letters.
- ❖ ODC movement.

**ATM (PLANNING)**

- ❖ Examinations of plans and proposals. Review of Works related matters.
- ❖ Coordination with different Divisions and departments to expedite the work.
- ❖ Examination of dispensation matters/ other matters as and when entrusted.
- ❖ Identification of Proposal for works under plan head doubling and traffic facility works.
- ❖ Examination of Survey Report/DPR related to new line, doubling etc.
- ❖ Examination of SIPs.

**ATM (COACHING)**

- ❖ Punctuality of trains.
- ❖ Special train formation.
- ❖ Train Coaching Section and all related matters.
- ❖ Engineering and other special Blocks.

## **Overview of Activities of Planning Section**

1. Augmentation of Line capacity, Traffic Survey, enhancement of throughput and development of goods sheds and coordination with other Government agencies for the same.
2. Opening of private siding and private freight terminals - examining and approving the proposals.
3. Man Power Planning: Chief Transport Planning Manager is staff officer for operating department of West Central Railway and deals with various Man Power Planning issues. Office training programme and which is under his administrative control.
4. Processing of Works programme proposal under Plan Head 11 :( New Railway Line), Plan Head 15 :( Doubling). & Plan Head: 16, (Traffic facilities).
5. The office cadre & officer training programme in various training institute.
6. Safety is the prime attribute of any transport system. No user would like to use a transport system, which does not provide a reasonable amount of safety to the limb, life and property of the user. Safety is, therefore, an integral part of operations and it is the responsibility of Operating department as well to ensure that trains are operated in a safe manner. This requires rigid observance of rules and procedures of safe train operation.

## **Other projects details are available on**

1. Pink book
2. LAW book

**Profile**  
(As on 01.01.2018 )

1.	<b>Date of establishment</b>	1 <sup>st</sup> April 2003
2.	<b>Divisions</b>	Three (Jabalpur, Bhopal, Kota)
3.	<b>Territorial jurisdiction</b>	Khandwa (excl.) - Jabalpur - Manikpur (excl.), Bina - Katni - Singroli (excl.), Mathura (excl.) - Kota - Nagda (excl.), Bina - Guna - Kota, Bina - Itarsi. Satna - Rewa. Maksi (excl.) - Guna - Gwalior (excl.), Kota to Chanderiya (excl.).
4.	<b>Number of districts served by WCR</b>	Madhya Pradesh - 18 Rajasthan- 7 Uttar Pradesh- 1
5.	<b>Number of stations open for passenger traffic (including halts)</b>	300 (Jabalpur - 112; Bhopal - 95; Kota - 93)
6.	<b>Sidings and goods sheds</b>	<b>No. of sidings 55</b> Independent 27 Dependent 28 <b>No. of goods sheds 59</b> G/sheds (full rake) 40 G/sheds (half rake) 10 (Round the Clock Working 30)

System maps of [Jabalpur Division](#), [Bhopal Division](#), [Kota Division](#)





**GOVERNMENT OF INDIA (BHARAT SARKAR)  
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)  
(RAILWAY BOARD)**

No.2017/TT-III/1/1.

New Delhi, dated: 27.03.2018

**The General Managers (Operating)**

Central Railway, Mumbai	Southern Railway, Chennai
Eastern Railway, Kolkata	South Central Railway, Secunderabad
East Central Railway Hazipur	South Eastern Railway, Kolkata
East Coast Railway, Bhubaneswar	South East Central Railway, Bilaspur
Northern Railway, New Delhi	South Western Railway, Hubli
North Eastern Railway, Gorakhpur	Western Railway, Mumbai
Northeast Frontier Railway, Guwahati	West Central Railway, Jabalpur
North Central Railway, Allahabad	
North Western Railway, Jaipur	

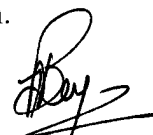
Director Rail Movement, Eastern Railway House,  
17- N.S. Marg, Fairly place, Kolkata.

Mil Rail, Room No.542, D-1 Wing, Sena Bhawan, New Delhi

**Sub: Preferential Traffic Order GO No.92**

\*\*\*\*\*

Preferential Traffic Order GO No.91 along with amendments, now read as **Preferential Traffic Order GO No.92** will come into force for one year with effect from 1<sup>st</sup> April, 2018 unless cancelled earlier. A copy of the same is enclosed herewith for necessary action.



( H.S. Bajwa )  
**Executive Director (Coal),  
Railway Board**

DA: As above

Copy forwarded for information to:

1. Ministry of Commerce & Industry, Department of Commerce, Udyog Bhawan, New Delhi.
2. The Managing Director, Food Corporation of India, 16-20 Barakhamba Lane, New Delhi.

Copy to: AM(~~Comm. & Ind.~~)PED/TT(M), EDTC(R), ED(FM), EDTT(S), EDTT(F), ED(Coal), DTT(POL), DTC(R), Railway Board.

.....2/-

**PREFERENTIAL TRAFFIC ORDER**

**GENERAL ORDER NO.92**

**(FOR ALLOTMENT OF WAGONS)  
(IN FORCE FROM 1st April 2018)**

WHEREAS, in the opinion of the Central Government, it is necessary in public interest so to do;

NOW, THEREFORE, in exercise of the powers conferred by section 71 of the Railways Act, 1989 the Central Government hereby directs that all Railway Administrations shall give special facilities for or preference to the transport of goods/class of goods at a station/siding as per priority/preference mentioned in the order.

**1. PRIORITY 'A'**

- 1.1 Military Traffic, when sponsored by MILRAIL and approved by Railway Board.

**2. PRIORITY 'B'**

- 2.1 Goods for emergency relief work for victims of natural calamities, like floods, drought, earth-quake etc. when sponsored by an officer not below the rank of Deputy Secretary of Central/State Government or a non-official organization nominated by the Central/State Government and accepted by the originating Zonal Railway or Railway Board.
- 2.2 Foodgrains and levy sugar for Public Distribution System or other welfare schemes sponsored by Food Corporation of India/State Government or their Agencies as per the list in Annexure-1 and approved by Zonal Railways/Railway Board. Proposals for sponsorship of any other commodity by a Central Government Agency will require specific approval of Railway Board.

**3. PRIORITY 'C'**

- 3.1(a) Coal traffic when sponsored and accepted by authorities as under:

COMMODITY	SPONSORING AUTHORITY	ACCEPTING AUTHORITY
Coal and coke, including all variants (except Pet Coke), coal rejects and coal fines when loaded from a colliery siding (including siding serving a captive coal block), Washery siding, Steel Plant siding, Coke Oven Plant siding, siding serving a Port.	1. Public Sector coal companies and co-users of sidings of public sector coal companies for which a contractual agreement has been entered into with a consumer.  2. Private coal companies mining captive blocks, Washery operators and co-users of the Washery sidings, Steel Plants. Coke Oven Plants, CP & RP coke plants.	Executive Director Rail Movement, or in his absence Director/Jt. Director, Rail Movement, Kolkata for ER, ECR, SER, SECR and ECoR.  For other Railways, COM/CFTM of respective Zones.

	<p>3. For imported coal, consignors or their representatives or coal importers.</p> <p>4. For indigenous coal moved through rail-cum-sea-cum-rail route: consumers or their representatives, for the last leg of movement from the port.</p>	
--	--	--

- i) The above instructions would also be applicable to loading from pre-August 2008 goods sheds opened for outward booking of coal.
- ii) The sponsoring would be subject to Railway rules and regulations, including Logistics plan for imported coal.
- iii) Inter se priority for movement to various classes of consumers will be laid down from time to time by Railway Administration and may be altered/modified as and when necessary. Within the same class of category of consumers, priority for movement may be fixed/alterd from time to time depending upon the operational and other considerations.
- iv) Programmes for transportation of coal from the sidings of WCL located in SECR territory would be approved by COM/CFTM , Central Railway.

3.1(b) Programmed traffic other than Coal when sponsored and accepted by authorities as under:

COMMODITY	SPONSORING AUTHORITY	ACCEPTING AUTHORITY
<p>(i) Non-refined Edible Salt</p> <p>(ii) Common Salt (to approved iodization plants)</p>	Salt Commissioner	Zonal Railways
Raw Material to Steel Plants	Steel producers who satisfy specified criteria	<ul style="list-style-type: none"> <li>Executive Director Rail Movement, or in his absence Director/Jt. Director, Rail Movement, Kolkata for plants located in ER, ECR, SER, SECR, ECoR.</li> <li>(Executive Director Rail Movement, or in his absence Director/Jt. Director, Rail Movement, Kolkata shall issue the programme for movement of raw material to Steel plants located in the above five zones irrespective of the source of the raw material).</li> </ul>

		<ul style="list-style-type: none"> <li>For plants located in other Railways, acceptance of programme will be done by Executive Director Rail Movement or in his absence Director/Jt. Director, Rail Movement, Kolkata if raw material is to be loaded from ER, ECR, SER, SECR or ECoR.</li> <li>For all others by COM/CFTM of the loading Railways in consultation with the COM/CFTM of the Railway where the plant is located.</li> </ul>
Fertilizer	Concerned fertilizer Manufacturers/importers	Zonal Railways
POL	Oil companies	Railway Board

Proposals to accord priority for movement of any other commodity or traffic will have to be sent to Railway Board for approval.

#### 4. PRIORITY 'D'


4.1 All traffic not included in priority 'A' to 'C'.

#### 5. GENERAL INSTRUCTIONS

- 5.1 Traffic offered in block rakes, including clubbed indents constituting a block rake will be given preference over traffic in piecemeal, irrespective of the class of priority and date of registration of the later.
- 5.2 Block rake traffic will have preference over other traffic within the same class of priority in the following order:
- Traffic covered by contractual obligation and/or guaranteed under any specific scheme of IR or in agreement entered into by IR.
  - Traffic in rakes loaded from a Siding/Goods Shed of the station having round the clock working.
  - Traffic in rakes from a full rake handling siding of the station having mechanized system of Loading.
  - Traffic offered for distance of more than 700 Kms within the same classification.
  - Traffic offered in single point block rakes (including clubbed single point rakes) over two point/multi point block rakes and mini rakes.

-:5:-


- 5.3 Chief Operations Manager shall notify two days i.e. Wednesday and Saturday in a week for allotment of rakes as per the date of registration, irrespective of the class of priority.
- 5.4 Any traffic can be accorded preferential loading and movement under a higher priority under special orders issued by the Ministry of Railways (Railway Board)/Zonal Railways.
- 6. CURRENCY OF THE ORDER**
- 6.1 This Preferential Traffic Order General Order No.92 will come into force w.e.f. 1<sup>st</sup> April, 2018 and unless cancelled earlier will remain in force upto 31st March 2019.

  
( Rajiv Dutt Sharma )  
Addl. Member (Comml. & Traffic)  
Railway Board

**ANNEXURE-1**

**Annexure to Preferential Traffic Order G.O.No.92**

S.No.	State/UT	Commodities	Sponsoring Agency
1.	Telangana	Wheat/Rice	Telangana State Civil Supplies Corporation Ltd.
2.	Madhya Pradesh	Wheat/Rice/Maize	M.P. State Civil Supplies Corporation Ltd.
3.	Andhra Pradesh	Wheat/Rice	Andhra Pradesh State Civil Supplies Corporation Ltd.
4.	Odisha	Wheat/Rice	Odisha State Civil Supplies Corporation Ltd.
5.	Tamil Nadu	Wheapt/Rice	Tamil Nadu Civil Supplies Corporation Ltd.
6.	Bihar	Wheat/Rice	Bihar State Food and Civil Supplies Corporation Ltd.

  
( Manoj Kumar Srivastava )  
Executive Director Traffic Trans. (F)  
Railway Board

GOVERNMENT OF INDIA ( BHARAT SARKAR )  
MINISTRY OF RAILWAYS ( RAIL MANTRALAYA )  
(RAILWAY BOARD)

2007/TT-III(S)/32/16

New Delhi, dt. 29 -10-2007

The General Managers,  
All Indian Railways.

Sub:- Policy on Programming of Iron Ore Traffic.

Ref:- Railway Board's letter No. 2003/TT-I/27/20  
Dated 16.6.2006.

-----

-----

A revised policy on 'Programming of Iron Ore Traffic' is enclosed herewith for information and necessary action. This policy will come into effect from 1.11.2007.

Please acknowledge receipt.

  
(Sanat Kumar)  
29/10/07

Deputy Director, Traffic Trans.(S),  
Railway Board.

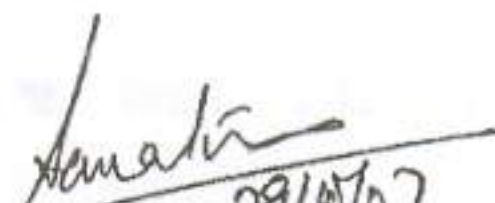
Encl: As stated above.

2007/TT-III(S)/32/16

New Delhi, dt. 29 -10-2007

Copy for warded for information and necessary action to :-

1. The COMs, All Indian Railways.
2. The Executive Director,( Rail Movement), Eastern Railway House, 17,N.S. Road, Kolkata.
3. Director General, Railway Staff College, Vadodara.
4. The CCMs, All Indian Railways.

  
(Sanat Kumar)  
29/10/07

Deputy Director, Traffic Trans.(S),  
Railway Board.

Encl: As stated above.

Copy to:

AM(T), AM(C),  
EDTT(M),EDTT(S), EDTT(F), EDTC(R),ED(FM),  
DTT(G)



Sub:- Policy on Programming of Iron Ore Traffic.

Ref:- Railway Board's letter No. 2003/TT-I/27/20  
Dated 16.6.2006.

-----

-----

Railway Board had issued a policy vide their letter No. 2003/TT-I/27/20 dt. 16.6.2006 on inclusion of customers in the category of Programmed Traffic for Iron Ore loading. This policy was subject to any subsequent review. Experience gained on the working of this policy since its issue in June, 2006 suggests that there is a need for review as the number of applicants and requirements of rakes is in excess of the capacity to load / unload on SER/ ECOR / Ports and does not differentiate between customers who have invested in infrastructure like sidings, or wagons or between those who offer outward traffic also. This has led to inadequate satisfaction level for the customers covered under programming. There has also been a concentration of indents in a few of the more popular stations / sidings where capacity to load is already exhausted, while indents are not being placed in adequate numbers at some less popular sections/ stations / sidings. Thus full potential for loading is not being realized.

Keeping all factors in consideration this policy stands modified for SER and ECOR to the following extent :-



1. The old CBT terminology will be restored and all the customers who were covered under the CBT Programme as on 16.06.06, viz. SAIL, TISCO, IISCO, RINL, NINL, JSPL etc. will now again be called CBT customers. The criteria for coverage under CBT will be the criteria before 16.06.06, viz. Integrated Steel Plants with a production capacity of 1 MT of Hot Metal and having their own private siding. Requests for new customers for being covered under CBT will be considered for inclusion based on this criteria by EDRM as was being done earlier. Programming of rakes for raw materials for CBT customers will continue to be done by EDRM as was being done prior to 16.06.2006.

2. Customers who were conferred 'Programmed Traffic' status under policy dated 16.06.06 will be called 'Programmed' customers and their indents will be registered and loading will be done under Priority 'C' provided they continue to fulfill the extant criteria for coverage under Priority 'C'. Further inclusion of applicants under programming and allocation of their rakes will continue to be done by EDRM based on their fulfillment of criteria and requisite documentation. It is now further clarified that allotment, which is done on the basis of 'peak production' will mean 'peak production' of the last three months.



3. Since the number of customers being covered under CBT and programming is likely to continue to increase without commensurate increase in capacity to load additional rakes, there may be occasions when the programme cannot be fulfilled completely. It would be in the interests of the railways to give priority to customers who offer maximum traffic and who not only load raw materials but also load outward traffic and have private sidings. SER and ECOR may, therefore, observe the following criteria :-

**a) CBT Customers:-**

While all efforts should be made to fulfill the programmed allotments of rakes, level of fulfillment should not ordinarily be permitted to fall below 90% ( which has been found to be the average satisfaction level ) subject to availability of adequate indents throughout the month.

**b) WIS Customers:-**

All efforts will be made to load all the mandatory number of rakes which are contractually agreed upon. All the contractual conditions laid down in the extant WIS policy are to be followed. Those WIS customers who have contracted to procure rakes for their own domestic plants/units and have also been given programmed allotment for the same plants/units will henceforth be permitted the higher of the two requirements which will be met fully taking rakes allotted under WIS and programming together.

**c) Priority 'C' Customers :-**

All efforts should be made to fulfill the programmed allotments of rakes. However, the level of fulfillment should not ordinarily fall below 75% for customers who have sidings at both loading and unloading ends. For customers who have sidings at one end, i.e. either at loading end or at unloading end, the satisfaction level should not ordinarily fall

below 60%. For customers who have neither loading siding nor unloading siding, level of fulfillment should not ordinarily fall below 50% of the programme.

Priority 'C' customers who offer at least 20% of their production of outward steel / pig iron/sponge iron traffic in a month should be given at least 75% of their iron ore requirements in the subsequent month.

**d) Priority 'D':-**

Loading for Priority 'D' customers would be done by SER after meeting the requirements of the CBT/WIS/Priority 'C' customers. Two days in a week may, however, be nominated for loading as per ODR in keeping with the instructions in the Preferential Traffic Schedule. However, satisfaction level mentioned for CBT/WIS/Programmed customers should be met and the Zonal Railway may put a cap of, say, 25 rakes per day for loading priority 'D' even on ODR days, if required.



Change of destination for iron ore rakes loaded under WIS/Priority 'C'/ Priority 'D' will not be permitted.

4. Loading for ports will be controlled on the basis of operational exigencies and maintenance of satisfaction levels mentioned for CBT/WIS/Programmed customers.

5. In view of extreme congestion in some stations/sidings, while others are relatively less patronized, no additional programming should be permitted at the stations/sidings identified by SER and ECOR as congested. Additional programming should only be permitted from stations/sidings where capacity is available. For this purpose, SER and ECOR should make lists which should be used for the purpose of future allocations.

6. Coverage for groups has been permitted under Priority 'C'. Customers wishing to opt out of their groups may be permitted to do so. However, if they wish to be covered independently under Priority 'C', they may be permitted to do so if they fulfill the requisite criteria, but should be permitted loading only from those stations/sidings where capacity to load additional traffic is available.



7. Requests for additional rakes and quota enhancements should similarly be permitted only from those stations/sidings where capacity to load additional traffic is available.

8. The sidings/stations from which loading will be done will be decided by EDRM in consultation with SER & ECOR. This should relate to the loading capacity of the siding/station which should be decided in advance and as indicated above. SER and ECOR may also consider pro rata cuts in loading from one siding/station if adequate indents are not being placed by customers from their other nominated but less popular sidings/stations and / or if indents are not evenly spread throughout the month.

9. SER and ECOR will organize day to day loading and make requisite adjustments in cases of operational exigencies, accidents, break downs, natural calamities, 'Force Majeure' conditions etc.

10. Applications received from the date of issue of this policy would be considered under this policy. Since the allotment to existing customers would have been done by EDRM upto 31.10.2007, allotments of rakes under this policy would be effective from 1.11.2007.

11. The WIS policy for Iron Ore is under review In the Railway Board. No additional agreements for WIS rakes should be signed by SER and ECOR in view of this fact till such time Railway Board specifically permits SER and ECOR to do so.

12. This issues with the approval of the competent authority and supersedes policy instructions on the subject issued on 16.06.2006 and subsequently, wherever they are in conflict with these policy instructions. This policy would be subject to any subsequent review.

\*\*\*\*\*

(File No. 2007/TT-III(S)/32/16)