

VISAKHAPATNAM PORT AUTHORITY  
TRAFFIC DEPARTMENT

No. ITRA/ROC/FCIR  
Dt. 04-02-2022

CIRCULAR

ALL PORT RAIL USERS

Sub: Securing of cargo loaded in railway wagons – VPT Rly Yard - Reg.  
Ref : This office Circular No.ITRA/ROC/FCIR/2911, Dt.14.09.2021

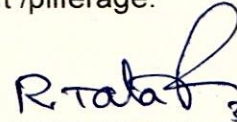
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In continuation to the referred circular, it is to reiterate once that, Visakhapatnam Port Authority (VPA) has one of the largest Railway networks amongst the Major Ports in the country with a total track length of about 180 km. The wagon loading/unloading at private sidings and VPA owned Open Terminals are distributed over this vast network and most of the VPA owned Open terminals are far away from the premises of the VPA Dock Area and lie at areas abutting the city viz. the western sector open terminals etc.

Further to the above, these areas which are away from the Dock Area do not come under the purview of the CISF of VPA. However, as a security measure, the CISF patrolling unit escorts the POL & other Break Bulk cargoes during their transit from Western sector to the R&D yard.

In this regard, it is to inform that, it is not feasible and possible for VPA to take the onus of the security of the cargo loaded in railway wagons either during the process of loading or after completion of loading, at the western sector Open terminals and waiting for draw out with the VPA Locomotives. Similarly, there are many instances where inward railway wagons carrying food grains etc., wagons meant for transshipment, load adjustment etc., are placed at the western sector open terminals and the firms concerned do not immediately attend for unloading etc., and there may be chances for pilferage of cargo from such wagons and therefore, it is once again informed that necessary security is to be arranged by the firm concerned.

In view of the above, all Port rail users are requested to ensure proper security of their loaded railway wagons at VPA Open terminals operating especially at the western sector and other sidings as well round the clock to prevent cargo theft /pilferage.

  
TRAFFIC MANAGER 31/01/2022

- C/- PS to Dy. Chairman for information of Dy.Chairman
- C/- Sr.DME/Sr.DOM for information
- C/- CISF/CME for information
- C/- ATM@/ATM(R/C) for information and necessary action

etc

VISAKHAPATNAM PORT AUTHORITY  
TRAFFIC DEPARTMENT

No. ITRA/ROC/FCIR

Dt. 04-02-2022

CIRCULAR

ALL PORT RAIL USERS

Sub: Improper closing/Non-Securing of GI Wire to the BOXN/BCN Wagon  
Doors - Reg

Ref: 1. ADME/WAT Ir No.C/RS/VZP, Dt.13.07.2021

2. This office Circular No.ITRA/ROC/FCIR/1983, Dt.31.07.2021

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In continuation to this office Circular cited, it is once again reiterated, that most of the rakes (i.e. BOXN/BCN) which are arriving from VPT sidings after loading/unloading to the VPT R&D yard with their wagon doors either in open or not secured with GI wire, despite the incoming rakes arriving with all wagon doors are in properly closed or secured with GI wire to the full formation of rakes.

Indian Railways informed that improper closure of wagon doors leads to unsafe condition and may endanger the standard moving dimensions while in running condition and cause serious concerns and are therefore a potential safety threat.

The Railways have advised that, as per the guidelines for loading of wagons and as per chapter (XV) of Indian Railways, Commercial Manual, Vol-2, that the responsibility of closing and securing the doors of wagons post loading/unloading of wagons lies with the consignor/consignee as the case may be.

Indian Railways mentioned that difficulty is being experienced for securing the wagons with GI wire, due to paucity of railway staff, round the clock at R&D yard, and therefore the rakes are detaining at R&D yard for the above purpose.

Therefore, all Port rail users are requested to ensure proper securing of wagons at the sidings itself and as desired by the Indian Railways, to examine the feasibility of deploying staff round the clock at R&D yard, as was done earlier, for ensuring proper closure of the wagon doors securing with GI wire, to avoid detention to the rolling stock.

  
TRAFFIC MANAGER 31/01/2022

C/-PS to Dy. Chairman for information of Dy.Chairman

C/- Sr.DME/Sr.DOM for information

C/- ATM (R/C)/ATM®/AC(R&D Yard) for strict compliance of the above instructions.

dc

VISAKHAPATNAM PORT AUTHORITY  
TRAFFIC DEPARTMENT

No: ITRA/ROC/FD&D

Dt. 04.01.2022

CIRCULAR

ALL PORT RAIL USERS

Sub:- Heavy sick marking of wagons at R&D VZP – Reg.

- Ref:- 1. This Office Circular issued vide this office Lr of even No, Dt: 01.11.2018, 18.05.2019, 21.06.2019, 23.07.2019, 05.09.19, 08.09.2019, 15.12.2020, 11.03.2021, 26.03.2021, 09.07.2021
2. Sr.DME, Waltair Div Lr.No.WMC/Unloadable wagons/VPT/3212, Dt.12/13.10.2021
3. This office Circular No.ITRA/ROC/FD&D/3751, Dt.28.10.2021

In continuation to the referred Circulars, it is to reiterate that the Indian Railways have been bitterly complaining regarding severe Damage & Deficiencies of Railway wagons, which is resulting in detachment of loaded wagons from the trains at R&D Yard (after the load / empty train is handed over to the Railways after loading / un-loading completion). It is observed from the reports of Indian Railways that wagon parts viz. Break pipes, Door rests, Adapters, Wagon floor, Wagon Doors, Side pillars etc., are being damaged during loading / un-loading operations and several under gear parts are also found missing from wagons.

It is observed that the under gear missing cases are also noticed in respect of trains loaded at the mechanical loading terminals and therefore the private terminals should ensure strict vigil during the time of wagon loading.

Damage & Deficiency to Railway wagons is warranting detachment of wagons at VPA, R&D Yard either for carrying out Heavy Repair (HR) or Transshipment (TS), thus causing non-timely dispatch of cargo to the destination (along with the actual train). Further, this is also resulting in detention of rolling stock at VPT and adversely impacting the overall Turn Round Time (TRT) of wagons within the Port as well as availability of rakes, on demand.

In view of the above, all concerned are once again requested to instruct the loader/JCB operators and the supervisors concerned at Private terminals as well as VPA terminals to ensure safe handling of Railway wagons and also to ensure strict vigil to avoid theft of Railway wagon parts.

The above instructions are to be strictly adhering to.

  
TRAFFIC MANAGER 31/01/2022

Copy to: PA to Dy.Chairman - for kind information of Dy.Chairman.

Copy to: PA to TM for information of Traffic Manager.

Copy to: EXE(M) (BG Locos)/AE(M),BG Locos for information.

Copy to: ATM (Rlys) to regularly counsel the handling agents & private terminals, regarding safe handling of Railway wagons to avoid Damage & Deficiencies.

dc

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Dt. 04-02-2022

CIRCULAR

ALL PORT RAIL USERS

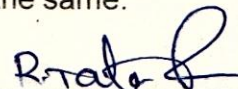
Sub: Dumping of wagon cleaning material on rail tracks- Reg.

Ref : This office Circular, Dt: 22-07-2019 , 30.11.2019 , 11.3.2020, 17.04.2020 & 15.12.2020.

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In continuation to the referred Circulars, it is to reiterate that, some of the Port Railway sidings are observed with huge accumulation of the material cleared from Railway wagons, which is causing severe obstruction to wagon/ staff movements, thus hampering safe running / placement / drawn outs of wagons at sidings . It is also not out of place to mention that there were several instances when the railway wagons derailed, due to spillage of cargo and infringement at sidings.

Therefore, all rail users / wagon indenters are requested not to dump the wagon sweeping material in between / alongside the tracks, which will hamper operations. If after completion of the wagon loading/unloading operations, any such obstructions are noticed alongside the track by the Port Railway Commercial staff, as dumped by the indenter / rail users, the same will be treated as unauthorized occupation and necessary charges as applicable will be levied on the concerned till removal of the same.

  
TRAFFIC MANAGER 31/01/2022

Copy to: PA to TM – for information of TM.

Copy to: CE/Dy CE-II for information.

Copy to: ATM (R/C) / TI (C) – for information and to advise the Port Railway Commercial staff to inform the rail users / indenters soon after completion of loading, if any unauthorized obstruction / dumping was taken place by the indenter and inform to SS(Rev).

Copy to: ATM (Rev) / SS (Rev) for information and necessary action.

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