

No.13026/1/2016-Vig
Ministry of Coal
Government of India

New Delhi, August, 2020

Notice inviting comments

Sub:- Recommendations of the Joint Committee on the “*identification of systemic deficiencies in coal shortage on the way after its loading from points of Northern Coalfields Limited and its receipt in power plants-regarding*”

The undersigned is directed to inform that on the advice of CVC, a Joint Committee of CVOs of MoC, Railways, CIL and NTPC was formed on 19.11.2018 to find out the systemic deficiencies *in coal shortage on the way after its loading from Coal companies* and suggest corrective measures.

2. The Joint Committee has held three number of meeting and finally made its recommendations as per the enclosed annexure.
3. These recommendations were examined in consultation with CVC and accordingly comments/suggestions on these recommendations are being sought from all stakeholders by 25th September 2020.

Encl: as above.

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To,

NIC to upload this notice in the website of this Ministry prominently.

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Date: 2020.08.25 12:57:51 IST



Recommendation of Joint Committee on the

“Identification of systemic deficiencies in coal shortage on the way after its loading from points of Northern Coalfields Limited and its receipt in power plants”

- i. Compliance of RDSO Guidelines of RDSO in respect of Weigh Bridge & its track maintenance shall be followed by Railways, NTPC and Coal Company to the extent possible. All three stake holders (consumer, seller and transporter) shall make efforts to have RDSO guidelines compliant in-motion weighbridges in a phased manner. However, NTPC shall provide a list of 25 sidings where this shall be implemented on priority so as to rule out the possibility of weighbridge errors during loading. The Calibration of weighbridge may be done to the extent possible in presence of all the stakeholders (*NTPC, Coal Company and AMC holder*) at both loading and unloading end. Information for calibration may be sent in advance. NTPC / Coal Company shall give prior information to each other for witnessing of weighbridge calibration after getting information regarding test wagon. NTPC stations and coal companies raised concern about timely availability of test wagons. The AMC of the in-motion weighbridges by the OEM should be preferred mode but the users may decide to engage agencies other than OEMs for the AMC depending on the merits of the case.
- ii. As per Railway circular dated 1 Mar 2013, Test Wagons of weight upto 90 MT to be used. Railway may ensure accordingly for increasing reliability.
- iii. In cases where weighment difference is consistently high, re-calibration of weighbridge may be done at both loading and unloading point, if required.
- iv. RR should have provision of indicating name & number of the weighbridge on which consignment have been weighed. Railway circular, RC1/2019 dated 07.02.2019 specifies requirement of integration of FOIS with weighbridges. Integration of weighing System with FOIS may be expedited.
- v. To the extent possible Silo loading with pre-weighed bin may be installed / used. This will decrease loading time thereby increasing rake availability. Further, weighment will be accurate, thereby avoiding under loading / overloading.
- vi. Pre calibration readings may be taken during calibration as far as possible. Further, pre calibration data (if done) and Post Calibration data (necessarily) shall be available at loading / unloading weighbridge.

- vii. CCTV Camera with recording facility for rake top may be provided at both loading and unloading ends to monitor loading and unloading process. Recordings may be made available on request.
- viii. CCTV coverage may be explored by Railways where the rakes are detained excessively, as per NTPC. However, Railways observed that this practically not feasible.
- ix. Railways master circular RMC/Provision of WB/2014/0 dated 12.06.2014 para 2.6 specifies requirement of joint inspection. The inspection should be done preferably with the test wagons. Further, Railways may explore use of test wagons for random inspection of weighbridges during the movement of test wagon for calibration at other locations.
- x. NTPC shall share the data of actual weight, design and stencilled weight of the empty wagons with CVO,CIL and a study may be done to find the statistical significance of the tare weight in the discrepancy in coal transported.
- xi. In case overload is detected at Coal sidings, same should be adjusted at Originating Siding by reversing the rake, however, as far as possible, re-weighment of the Rakes after adjustment should be done. Railways informed that as per circular no. RMC/Weighment/2014/0, para 4.4.3(iii) dated 11.07.2014, "The wagons that have undergone load adjustment should be randomly reweighed". Accordingly, re-weighment may be resorted in case of repeated load adjustment at particular loading point.
- xii. The rakes should be weighed at loading point, as far as possible or en-route.
- xiii. Enrouteweighment may be communicated immediately on weighment to avoid rework and confusion in accounts.
- xiv. NTPC may, wherever feasible, depute Security Persons to supervise the coal wagons to avoid any theft / loss of coal in transit, as being done by some Private Companies.
- xv. NTPC may transport the coal with covered Plastic Sheet on the rakes where probability of transit losses is high.
- xvi. NTPC may depute their representatives to witness the Gross Weight of the wagons at the weighbridge of Loading Sides of CIL, as per terms of FSA.
