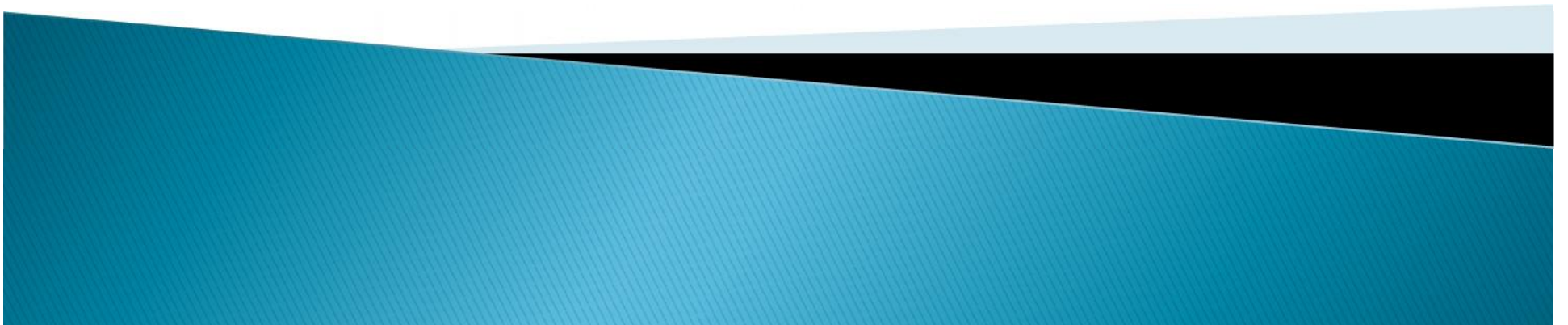
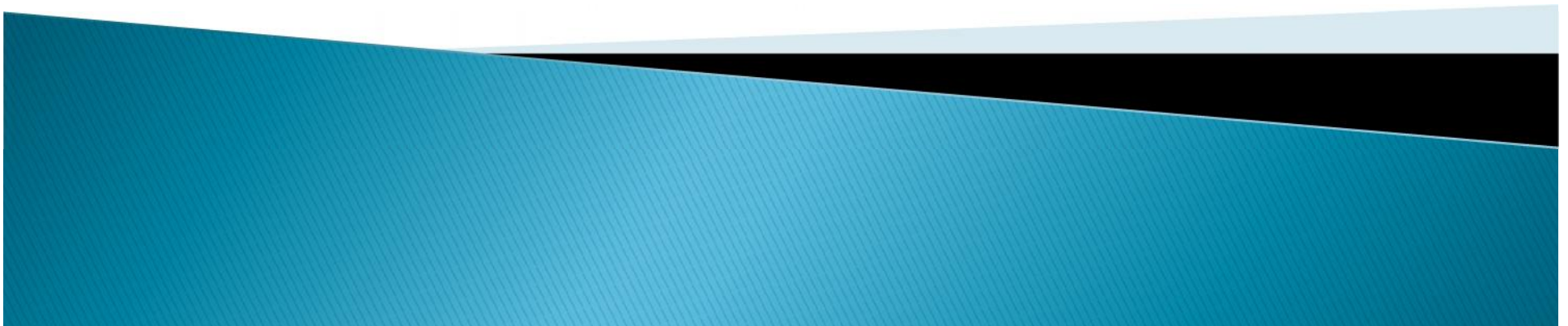


WELCOME



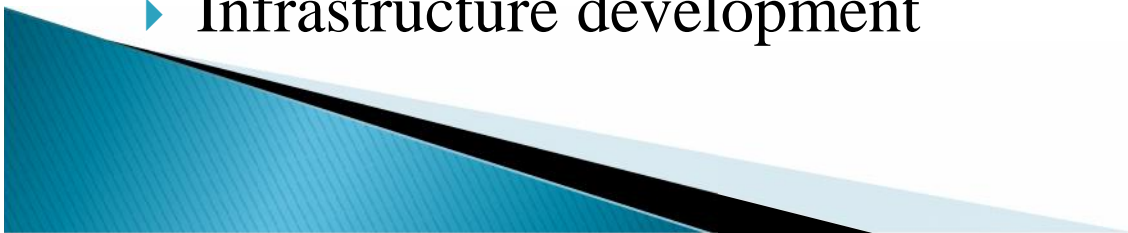
1st Divisional PREM meeting -2017

HOW TO IMPROVE PUNCTUALITY



OVERVIEW

- ▶ Importance of punctuality
- ▶ No.of coaching trains being handled
- ▶ Punctuality performance
- ▶ Factors affecting punctuality
- ▶ Measures taken so far
- ▶ Action plan to achieve 100% punctuality
- ▶ Assistance required
- ▶ Infrastructure development



Why punctuality is important ?

- ▶ Time has become more valuable than money
- ▶ Increased awareness and technology
- ▶ Competition from alternate modes of transport
- ▶ Image of the Railways
- ▶ Focus of government
- ▶ Charging on premium rates and dynamic pricing

Punctuality with respect to Waltair Division

- ▶ Waltair division punctuality decides zonal punctuality
- ▶ Waltair Division has tourism potential



NO. OF COACHING TRAINS BEING HANDLED

► Mail & Express and Passenger trains run.

Daily Avg. No. of trains run			
Year	Mail & Exp trains	Passenger	Total
2013-14	72.52	36.82	109.34
2014-15	77.70	43.82	121.52
2015-16	79.97	47.67	127.64
2016-17	82.78	49.22	132.00
2017-18 (Apr-May)	84.60	45.40	130.00

► Special trains run.

No.of special trains run				
2013-14	2014-15	2015-16	2016-17	2017-18 (Apr-May)
122	179	189	206	106

COACHING PUNCTUALITY (%)

Month	2015-16				2016-17				2017-18			
	MR Trains	MAIL& EXP	PASS.	ALL TRAINS	MR Trains	MAIL& EXP	PASS.	ALL TRAINS	MR Trains	MAIL& EXP	PASS.	ALL TRAINS
Apr	84.38	83.22	80.61	82.26	98.05	95.80	89.23	93.37	93.65	89.96	74.88	84.34
May	81.95	82.65	78.98	81.30	92.51	93.29	85.02	90.21	90.26	84.89	65.56	78.63
Upto May	83.17	82.94	79.80	81.78	95.28	94.55	87.13	91.79	91.96	87.43	70.22	81.49
Jun	88.76	91.13	86.34	89.36	91.41	94.96	87.08	92.03				
Jul	65.67	72.33	68.89	71.01	98.12	96.93	86.98	93.22				
Aug	86.42	87.69	84.08	86.35	97.44	97.80	91.73	95.54				
Sep	96.90	93.56	87.52	91.30	96.81	95.19	88.90	92.83				
Oct	86.79	87.23	82.16	85.38	94.85	93.35	85.79	90.51				
Nov	95.92	94.12	88.51	91.97	95.79	93.15	85.81	90.42				
Dec	90.24	91.29	85.42	89.04	98.96	94.26	86.14	91.23				
Jan	94.66	92.94	84.21	89.70	92.82	89.63	83.68	87.39				
Feb	92.34	90.96	85.45	88.88	94.89	90.68	81.91	87.42				
Mar	97.74	97.28	90.73	94.85	94.85	90.25	77.71	85.60				
Yearly Avg.	88.48	88.70	83.58	86.78	95.54	93.77	85.83	90.81				

FACTORS AFFECTING PUNCTUALITY

- ▶ Trains coming out of path resulting in bunching of trains at VSKP.
- ▶ **Challenges at Visakhapatnam (VSKP) station:**
 - i) Cross movement for dispatching of train to NCC.
 - ii) Simultaneous reception and dispatch always not possible.
 - iii) Stoppage for passenger trains at Marripalem
- Cross movement at Gopalapatnam (GPT).
- No prior information from adjacent divisions regarding dead body shifting, detachment of ANR power, detachment of VPU if any.



FACTORS AFFECTING PUNCTUALITY

▶ Asset failures and stalling :


Department	NO.OF CASES			
	2013-14	2014-15	2015-16	2016-17
Signal & Telecom	82	62	119	153
Diesel Loco Failures	48	52	47	66
Diesel Loco Stalling	15	8	9	6
Electric Loco Failures	27	34	16	38
Electric Loco Stalling	39	29	35	65
Carriage & Wagon	67	45	50	43
OHE	8	14	21	22
Engg. Failures	27	37	33	90
Accident	4	5	13	7
Electrical(General)	3	12	7	13
Misc.	414	429	343	294
Total	734	727	693	797

FACTORS AFFECTING PUNCTUALITY

► Challenges at New Coaching Complex (NCC)

- i) Non-availability of shunting neck.
- ii) Shortage of rolling stock
- iii) Cross pooling of coaches
- iv) Heavy sick marking, Bio-toilet modifications.

Total coaches with Bio- toilets	So far fitted	Probable date of completion
472	139	30-09-2017

- Non-acceptance from adjacent divisions.
 - Insufficient running time /recovery time.
- 

FACTORS AFFECTING PUNCTUALITY

► Improper planning of board controller.

- i) Trains running on loop lines.
- ii) Switching of trains from (SCMN to VZM) one line to other line.

Stalling :

Identified frequent stalling zones.

- i) GPT – DVD (up)
- ii) SGDM – CPP (up)
- iii) ALM – KPL (up)
- iv) MVG – JRT in KK section




FACTORS AFFECTING PUNCTUALITY

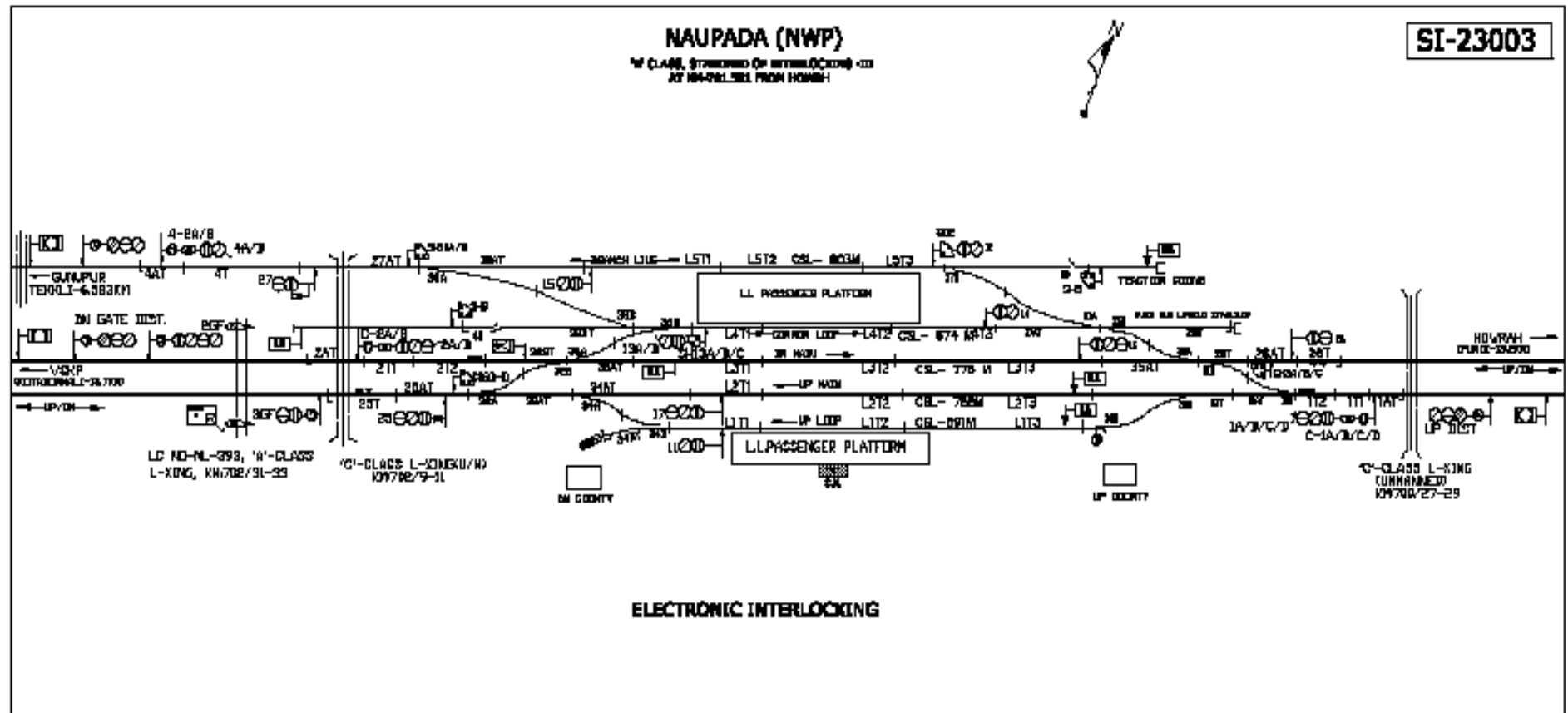
► **Goods Traffic :**

- i) Sectional congestion due to heavy goods traffic.
- ii) Pushing of goods trains before Mail & Express trains by other divisions.
- iii) Running of long-haul trains by SBP ahead of Mail & Express trains.
- iv) Stabling of trains (in the Main Line) due to non-acceptance/ congestion in other divisions.

► **Infrastructure bottlenecks :**

- i) No direct cross over from down line to R5 at NWP station.
 - ii) KBM, NWP, CPP platforms available in loop line therefore goods trains will be stabled in main line; results in non-stop trains to pass through loop line.
- 

NAUPADA (NWP) DIAGRAM



FACTORS AFFECTING PUNCTUALITY

▶ **Faulty time tabling:**

- i) Rajya Rani express train (Schedule Arrival at PSA 09.55 – Avg. delay at PSA point Hrs 01.30 mts) .
- ii) 17840 & 12744 arriving same time at VSKP at 21.40 on Tuesday.
- iii) 57272 & 12753 leaving VSKP at 20.45 on Tue, Wed, Sat.
- iv) 18112 (YPR – TATA), 82642 (KCVL-GHY) both on Monday (Arr at 20.35 Dep020.55)

➤ **Bypass trains:**

Year	No.of bypass trains run	Brought to VSKP
2014-15	7	Nil
2015-16	8	4
2016-17	5	Nil
2017-18	5	Nil

REDISTRIBUTION OF TR

Train No.	SBP Divn Sec D/Line	TR	WAT Divn Sec D/Line	TR
18574 BGKT-VSKP	TIG-SPRD	53	SPRD-VSKP	19
13351 DHN-ALLP	TIG-SPRD	40	SPRD-VSKP	25
12835 DHN-ALLP	TIG-SPRD	62	SPRD-VSKP	29
12376 ASN-CEN	TIG-SPRD	56	SPRD-VSKP	24
18111 TATA-YPR	TIG-SPRD	56	SPRD-VSKP	24

MEASURES TAKEN SO FAR

- ▶ 3rd line between SCMN-VZM. Completed by 2015.
- ▶ Doubling of track between NCC – VSKP for smooth movement of empty rakes
- ▶ Caution orders kept within limits of ETA.
VSKP – PSA 13 minutes
VZM – RGDA 13 minutes
RGDA – KRPU 18 minutes
- ▶ Regular counseling to board controllers for better planning.
- ▶ Incentives to the staff for making up of time for late running trains.
- ▶ Regular interaction with adjacent divisions for better planning of interchange trains.
- ▶ Avoiding wrong feeding of Mail & express trains.
- ▶ Avoiding shifting of trains from middle line to Up/Dn line between VZM – KTV

ACTION PLAN TO ACHIEVE 100% PUNCTUALITY


Long Term Measures:

- ▶ Bulb line between VSKP – MIPM (Drawing has been submitted to Hd Qtrs on 15-06-17).
- ▶ Taking over of VZT (CFCV Container siding).
- ▶ GPT – VSKP 3rd line sanctioned for survey.
- ▶ Auto signaling of GPT – DVD (Sanctioned in 2015-16)
- ▶ Rayagada(RGDA)-Viziyanagaram (VZM) – 3rd line as a seperate corridor.

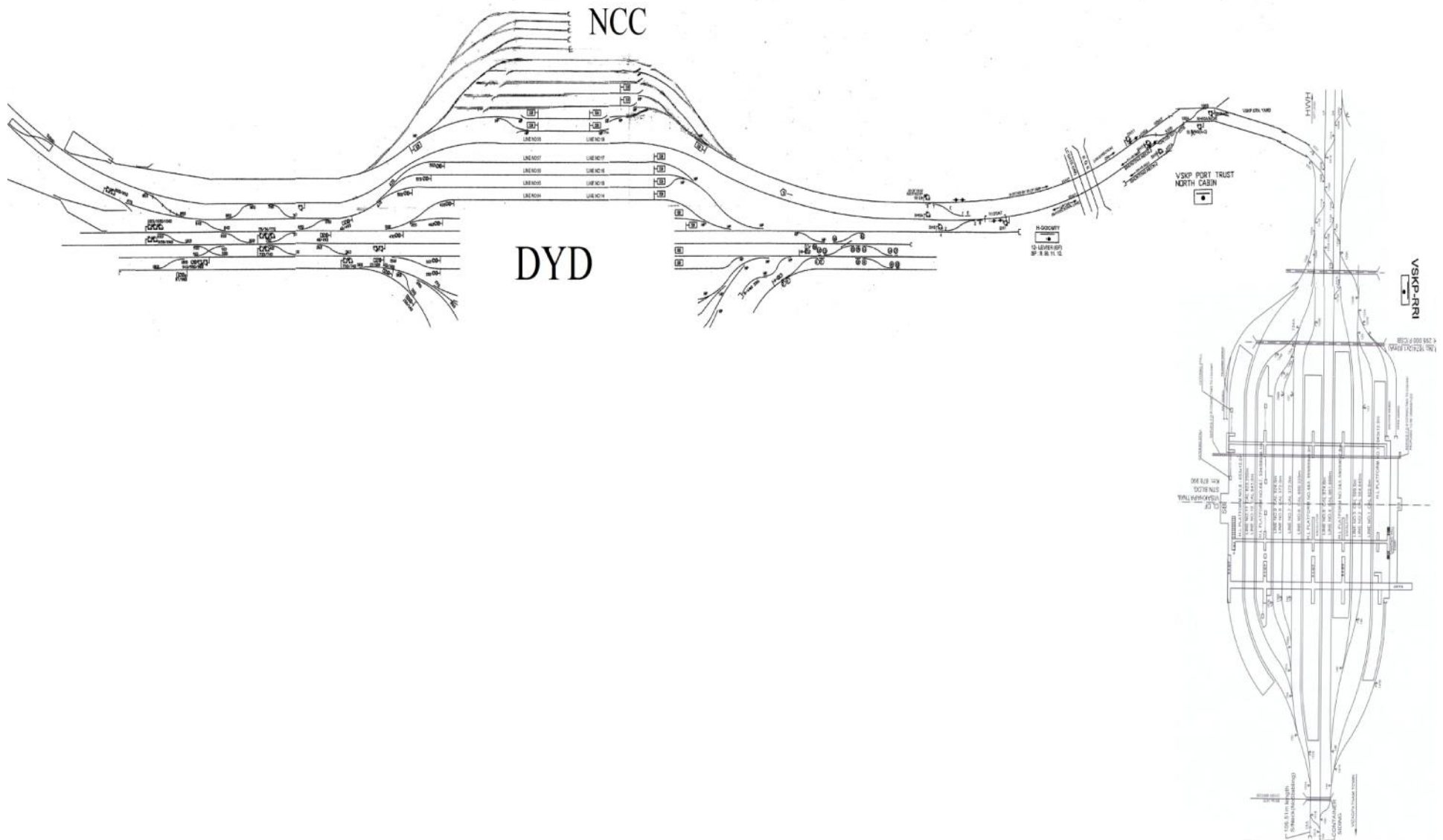


ACTION PLAN TO ACHIEVE 100% PUNCTUALITY

Short Term Measures:

- ▶ Considering development of Pilgrimage siding as new platform for receiving full length trains.
 - ▶ IB signals sanctioned between SGDM-PDU, CHE-ULM in Main line and DNV-VBL, VBL-SNM, SNM-PVP, PVP-GMDS, RGDA-SPRD in RV line. Work is expected to be completed by December 2017.
 - ▶ 6th pit line is sanctioned at NCC.
 - ▶ Requirement of cross over at NCC.
 - ▶ To ensure the ETA within the limits by removing caution orders as per the targets.
 - ▶ Early clearance of terminating rakes to NCC.
 - ▶ Running Mail & Express trains 10% higher than MPS.
- 

VSKP – NCC DIAGRAM



ASSISTANCE REQUIRED FROM OTHER DEPARTMENTS

- ▶ **Commercial** : Loading summary should be handed over to Guard in time.
- ▶ **C&W and Electric (G)** : Reduce sick marking as per requirement without compromising safety.
- ▶ **Electric (OP)** : Providing locos on time when trains are coming out of path. Active coordination between VSKP/RRI & AFO.



ASSISTANCE REQUIRED FROM HEAD QUARTERS

- ▶ Correcting the time table concerns of Waltair Division.
- ▶ Providing enough spare stock to avoid cross pooling.



THANK YOU

