

FREIGHT MARKETING CIRCULAR NO. 09 OF 2019

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 2018/TC(FM)/04/13

रेल भवन, नई दिल्ली - 110 001, तिथि

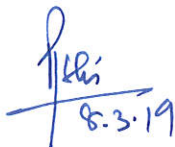
Rail Bhavan, New Delhi - 110 001, dated 08.03.2019

The General Manager
All Indian Railways.

Amendment No. 2 to General Purpose Wagon Investment Scheme (GPWIS)

Sub : GENERAL PURPOSE WAGON INVESTMENT SCHEME (GPWIS)
Ref : Freight Marketing Master Circular/GPWIS/2018/0 vide Letter No.
2018/TC(FM)/4/01 (GPWIS) dt. 26.04.2018

1. Please refer to above mentioned Master Circular on General Purpose Wagon Investment Scheme (GPWIS).
2. The following amendments are made :
 - 1) **Para 11 (b) Of Chapter –II** may be read as follows:
 - 11 (b) The wagons can also be operated from railway goods sheds notified in terms of Wharfage Rules, as per the circuits approved by Traffic Transportation Directorate of Railway Board if found operationally feasible. Rakes will be allowed only on placement of indent as per their requirement.
 - 2) **Para 3 Of Chapter –III** may be read as follows:
 3. **Placement of indents and allotment thereon :**
 - i. Indents for loading in such wagons will be placed at the approved loading point for the approved destination point for movement over specific route(s) or closed circuit(s) as approved by the Railways.
 - ii. Indents and seniority/priority for IR owned rakes and GPWIS rakes will be maintained separately for the purpose of allotment. However, general restrictions for routes and terminals if any would be applicable on GPWIS rakes also.
 - iii. In case of terminals which are being accessed by GPWIS rakes owned by more than one entity, the rake reaching the terminal first will be supplied first irrespective of seniority in the GPWIS indents at the terminal.
 - 3) **Para 6 Of Chapter –III** may be read as follows:
 6. The GPW rakes will run on close circuit (CC) basis (7500 Kms Brake Power Certificate (BPC) Validity or as per the latest circular) and the maintenance depot shall be decided on


8.3.19



Contd...2/-

the basis of the proposed circuits. **Movement for taking these rakes for CC examination outside the circuit (if required) may be undertaken on Railway account. During this movement loading/unloading for en-route points can be done by IR to avoid empty running. The freight rebate for such loading will be determined as per chapter IV of the policy.**

4) **Para 8 Of Chapter –III** may be read as follows:

8. Based on the commodity flows, various Zonal Railways would be clubbed into Groups for each type of rolling stock. The Empty Return Ratio (ERR) for the stock originating and terminating within such a group of the zones would be calculated and only those circuits will be approved where the ERR is at par or better (i.e. ERR is less) than the benchmark ERR for the said group of zones. **However, the proposed circuits which have ERR of 40% or below, would be approved subject to operational feasibility, without comparing it with the actual ERR of the Zonal Grouping in the last year. Where the ERR is above 40%, the comparison with benchmark ERR would be done.**

For example, ER, ECR, ECoR, SER and SECR may be clubbed as one group where private BOXN rakes can be permitted to run in circuits. The ERR of BOXN rakes originating and terminating for the previous year would be considered as the benchmark ERR for deciding whether the circuit is to be permitted or not, **where the ERR of the proposed circuit is above 40%.**

5) **Para 9 Of Chapter –III** may be read as follows:

9. In case of small lead circuits (**upto 200 Kms**), the condition of ERR benchmark would not be applicable.

6) **Para 11 Of Chapter –III** may be read as follows:

11. Stabling and Wharfage Charges

- 11.1 If IR has to stable these GPWIS rakes in railway owned yards at the request of the End User or is required to do so on account of any operational reason attributable to the End user, stabling charges as notified by MOR will be payable **by the End User** as per Rates Master Circular Demurrage-Wharfage-Waiver/2016/0 issued vide letter No.TC-I/2016/201/1 dated 19.05.2016 and its amendment/revision/extension from time to time.

If a GPWIS rake is detained in railway terminal (goods shed), beyond the permissible free time up to the time of release of the rake, detention charge as notified shall be levied.

If a GPWIS rake is detained in private terminals (Port, CIL Sidings etc.) beyond the permissible free time, causing detention to other rakes in line to enter the terminal, detention charge as notified by Rates Branch from time to time, shall be levied even though rake is private and terminal being used is a non-railway terminal.

3. This issues in consultation with Rates and Traffic Transportation Directorates of Ministry of Railways.

*Per
8/3/19*

[Signature]

4. This issues with concurrence of Finance Directorate of Ministry of Railways.
5. These instructions will come into force with immediate effect.
6. Hindi version will follow.

Please acknowledge receipt.



(Mudit Chandra)
Director Freight Marketing

No. 2018/TC(FM)/04/13

Rail Bhavan, New Delhi – 110 001, dated 08.03.2019

Copy forwarded to:

1. The Deputy Comptroller & Auditor General of India (Railways), Room No. 224, Rail Bhawan with 36 spares.
2. Principal Financial Advisor, All Indian Railways.
- 3.

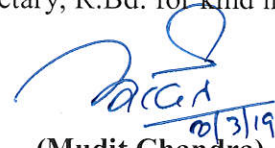


For Financial Commissioner/Railways

No. 2018/TC(FM)/04/13

Rail Bhavan, New Delhi – 110 001, dated 08.03.2019

1. The Principal Chief Commercial Manager, All Indian Railways.
2. The Principal Chief Operations Manager, All Indian Railways.
3. The Chief Transport Planning Manager, All Indian Railways
4. The Chief Freight Traffic Manager, All Indian Railways
5. The Chief Commercial Manager (FM), All Indian Railways
6. CAO/PTS, Northern Railways, IRCA Building, New Delhi.
7. The Managing Director / Chief Commercial Manager, Konkan Railway Corporation Ltd., Belapur Bhawan, Plot no. 6, Sector-11, CBD Belapur, Navi Mumbai – 400014.
8. The Managing Director, Centre For Railway Information System (CRIS), Chanakyapuri, Near National Rail Museum, New Delhi.
9. Director General, National Academy for Indian Railways, Lalbaug, Vadodara - 390004, Gujarat.
10. Director General, Indian Railways Institute of Transport Management, Hardoi By-pass Road, P.O. Manak Nagar, Lucknow – 226 011 Uttar Pradesh.
11. Managing Director, DFCCIL, Pragati Maidan, New Delhi.
12. AM(Traffic), AM(Commercial), AM(Mech.), PED(F), PED (Vig.), EDTC(Rates), EDF(C), EDTT(M), EDTT(S), EDTT(F), EDME(Fr.), ED(PLG.), EDT(PPP), EDV(T), DTT(Cord.), OSD(CRB), OSD(MT), OSD(M[RS]), DF(C), DME(Fr.) and DTC(R) in Railway Board for information please.
13. PSO/Sr.PPS to CRB, FC, MT, ME, M(RS), M(Tr.), MS and Secretary, R.Bd. for kind information of CRB, FC, MT, ME, M(RS), M(Tr.), MS and Secretary.



(Mudit Chandra)
Director Freight Marketing