



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



No.2023/TT-1/27/07/Invalid BPC

New Delhi, Dated 09.06.2023

**General Managers,
All Zonal Railways**

Sub: Joint Instructions for controlling running of freight trains with invalid BPC

Kindly find enclosed herewith (Annexure-A) "Joint Instructions for controlling running of freight trains with invalid BPC".

Strict compliance of these instructions shall be ensured by the Zonal Railways.

This is issued with the approval of Board (M/O&BD and M/T&RS)

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Copy to:

- Sr.PPS to CRB & CEO- for kind information of CRB
- PSO to M/T&RS- for kind information of M/T&RS
- Sr.PPS to M/O&BD- for kind information of M/O&BD
- PSO to DG/Safety- for kind information of DG/Safety
- DG/RDSO- for kind information
- AM/ME, AM/TT & AM/Traction- for kind information
- MD/CRIS- for kind information
- CAO/FOIS- for kind information and necessary action

Joint Instructions for controlling running of freight trains with invalid BPC

1. No loading shall be done after expiry of permissible days (excluding grace period) or kilometer, whichever is earlier, in CC rakes or after expiry of permissible days (excluding grace period) in Premium/Special Premium rake, as mentioned in the BPC of the respective rake. In case of End to End (ETE) examined rakes, second loading is not permitted, without examination. Any deviation in these stipulations will render the rake as running with invalid BPC.
2. After loading within the validity period, as mentioned in para 1 above, efforts shall be made for ensuring that after unloading rake reaches the examination point within the grace period prescribed in BPC of CC/Premium/Special Premium rakes. However, if due to some unavoidable circumstances, any rake does not reach the examination point within the grace period, in such cases additional TMLP (earlier known as GDR) check, including calculation of Brake Power %age, shall mandatorily be conducted after the grace period. Such rakes shall be considered valid only for movement towards examination point. Suitable color/flag shall be provided for such rakes in FOIS/FMM.
3. Empty rakes due for examination should ideally be examined at the first nominated freight examination point. However, if congestion in the section/yard is envisaged due to capacity constraint, such rakes can be moved to the next nominated C&W point, as per instruction issued by the respective Zonal Railways.
4. Examination in empty condition in all variants of BOXN/BOBRN/BTPN & BLC to be done only on pattern of CC/Premium/Special Premium. However, in case it is not possible, reasons for the same to be recorded. End to End examination is to be gradually phased out.
5. For premium rakes, the grace period shall be 5 days (instead of currently stipulated 3 days).
6. Efforts shall be made to send loaded rakes having sufficient validity period to terminals/sidings/cluster where back loading is generally done. However, in case loading is done in an expired BPC validity rake, it should be examined there in the siding/terminal/cluster, if facility is available. However, in case such facilities are not available, then following conditions will apply for running of such rakes:
 - 6.1. Such rakes can run on the basis of TMLP check, including calculation of Brake Power %age, only upto the first nominated freight examination point in the direction of train movement for intensive examination and issue of BPC (ETE).
 - 6.2. Such rakes will have to be examined after unloading in empty condition only (they will not be backloaded again, after unloading, without examination in empty condition).
 - 6.3. Such rakes shall have suitable flag in FOIS & FMM.
 - 6.4. Freight train examination facilities shall be provided at such terminals/sidings/cluster, if considered feasible by the Zonal Railways (PCME & PCOM).
7. Provision shall be made in FOIS for generating a daily report in MIS, by 20th June'23, for monitoring by the Board/Zonal Railways/Divisions of cases of loading in rakes having invalid BPC and rakes which have not reached the examination point within the grace period.

