

EAST COAST RAILWAY

Office of the
Principal Chief Commercial Manager
Bhubaneswar

Commercial Circular No. 144(G)/2024

Date: 17.04.2024

Sub: Amendment in Standard Agreement for General Purpose Wagon Investment Scheme – reg.

Enclosed please find herewith copy of Railway Board's letter No. 2018/TC(FM)/4/01-Part(1) [FM Circular No. 11 of 2024] dated 08.04.2024 which is self-explanatory for information and necessary action.

All concerned to note and act accordingly.

Encl: As above of 03 pages.

Authority: Railway Board's letter No. 2018/TC(FM)/4/01-Part(1) dtd. 17.04.2024.



(A. K. Senapati)
Dy. Chief Commercial Manager (Claims)

No.CCM/GPWIS/Policy/Pt-I

Dt. 17.04.2024

All Station Managers/ Goods Supervisors/Commercial Supervisors /Siding Clerks / Booking Clerk in Charges / Weigh Bridge Clerks / Clerk in Charges.

Copy for information and necessary action to the:-

PCOM: ECoR & SER., **PCCM:** SER, **PCME:** ECoR & SER, **CME(Plg & Frt):** ECoR **SDGM:** ECoR/BBS, **Chairman:** RCT/BBS, **Dy.CVO:** ECoR/BBS, **Dy.COM(FOIS):** ECoR/BBS, **PO/RCT:** BBS, **Audit officer:** BBS. Rates Section /PCCM/ECoR/BBS –10 sets **DRM:** KUR,WAT,SBP/ECoR, **Sr.DOM-** WAT,SBP,KUR/ECoR, **Sr.DOM:** KGP/SER, **Sr.DCM:** KUR,WAT/SPB/ECoR. **Sr.DCM:** CKP & KGP/SER **Dy.CCO:** ECoR, **PFA:** E.Co.Rly/BBS, **FA&CAO(WST):** ECoR, **Traffic Manager:** Visakhapatnam Port Trust, Paradeep Port/ Paradeep.



(A. K. Senapati)
Dy. Chief Commercial Manager (Claims)

भारतसरकार GOVERNMENT OF INDIA
रेलमंत्रालय MINISTRY OF RAILWAYS
(रेलवेबोर्ड RAILWAY BOARD)

2018/TC(FM)/4/01-Part(1)

New Delhi , dated 08.04.2024

**General Managers,
All Indian Railways.**

**Sub: Amendment in Standard Agreement for General Purpose Wagon
Investment Scheme issued vide FM Circular No. 11/2019 dated 19.3.2019**

A common grievance of the customers registered under the General Purpose Wagon Investment Scheme (GPWIS) is that their rake often gets held up at the depot during CC on account of wagons declared sick/damaged. It has also been brought to the notice that during such scenario, when the rake runs short of standard composition, the Railways are charging the parties at Wagon-load rates. If the spares have been provided by the customer at the time of induction, the responsibility of completing the rake composition should be that of Railways.

2. Accordingly, it has been decided to amend para 12.4.1.1 of the GPWIS Standard Agreement circulated vide FM Circular No. 11/2019 dt 19.3.2019 as under:-

Existing para 12.4.1.1 of GPWIS Standard Agreement	Modified para 12.4.1.1 of GPWIS Standard Agreement
<p>If Railway Administration is either unable to repair any such Party's damaged wagon within a reasonable time or decides, in its sole discretion, that any of the Party's wagon is damaged beyond repair, the party shall procure/replace the condemned wagons. Till such time the condemned wagons are replaced, the RA will temporarily provide the same type of wagons if available from Railway's pool of wagons.</p> <p>RA will levy wagon hire charges as applicable from time to time from the date Railway wagons are provided. However, if it is established that the damage to the wagons was on account of Railway's negligence, the wagon hire charges will not be levied for a period of six months</p>	<p>12.4.1.1(A) If Railway Administration is either unable to repair any such Party's damaged/sick wagon within a reasonable time, RA shall temporarily provide the same type of wagons, if available, from Railway's pool of wagons, subject to a cap of 15 wagons in such a rake, till damaged/sick wagons are made fit. RA will not levy Wagon Hiring Charges in such a case. However, no freight rebate shall be admissible for commodity booked for railway owned wagons.</p> <p>12.4.1.1(B) If RA decides, in its sole discretion, that any of the Party's wagon is damaged beyond repair, the party shall procure/replace the condemned wagons. Till such time the condemned wagons are replaced, the RA will temporarily provide the same type of wagons if available from Railway's pool of wagons. RA will levy wagon hire charges as applicable from time to time from the date Railway wagons are provided. However, if it is established that the damage to the wagons was on account of Railway's negligence, the</p>

6.4.24

8.04.2024

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<p>from the day of induction of Railway's wagons.</p> <p>The liability of Railway Administration for such condemned wagon shall not exceed the Depreciated Value (as per Income Tax Rules) of the Party's Wagon subject to adjustment of any insurance proceeds received by the Party towards such damaged wagon. For the avoidance of doubt, it is expressly agreed that pursuant to payment of the aforesaid amount, the Party's damaged wagon/scrap shall vest with the Railway administration.</p> <p>However, in case RA is not able to substitute condemned wagons with wagons from its pool, the RA will issue Train Load Certificate. TLC can be issued for a maximum period of 06 (six) months or induction of new wagons by the party, whichever is earlier.</p>	<p>wagon hire charges will not be levied for a period of six months from the day of induction of Railway's wagons. The liability of Railway Administration for such condemned wagon shall not exceed the Depreciated Value (as per Income Tax Rules) of the Party's Wagon subject to adjustment of any insurance proceeds received by the Party towards such damaged wagon. For the avoidance of doubt, it is expressly agreed that pursuant to payment of the aforesaid amount, the Party's damaged wagon/scrap shall vest with the Railway administration.</p> <p>12.4.1.1(C)</p> <p>However, in case RA is not able to provide substitute wagons from IR pool in lieu of condemned wagons or sick GPWIS wagons as mentioned above, the RA will issue Train Load Certificate for:-</p> <ol style="list-style-type: none"> 1. Maximum period 06 (six) months or induction of new wagons by the party, whichever is earlier, in case of condemned wagons. 2. The period till the sick GPWIS wagons are made fit for operation and are added to rake, subject to minimum 50 loadable wagons in the rake including GPWIS wagons.
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5. Zonal Railways are advised to make suitable changes in the GPWIS Agreements done with the customers at the earliest.

6. This issues in consultation with Rates and Traffic Transportation Directorates and with the concurrence of Finance Directorate of the Ministry of Railways.


(Ashutosh Mishra)
Jt. Director Freight Marketing

2018/TC(FM)/4/01-Part(1)

New Delhi, dated 08.04.2024

Copy to:

1. PFA, All Indian Railways.
2. DAI (Railways) with 36 spares.


for Member Finance Board


/3092705/2024

2018/TC(FM)/4/01-Part(1)

New Delhi , dated 08.04.2024

Copy forwarded for information and necessary action to :

1. Principal Chief Operations Managers, All Indian Railways
2. Principal Chief Commercial Managers, All Indian Railways
3. CCM/FM, All Indian Railways
4. Principal Chief Mechanical Engineers, All Indian Railways
5. Managing Director, Konkan Railway Corporation, Navi Mumbai – 400014.
6. GM/PMS, CRIS, New Delhi
7. Director General, RDSO, Manak Nagar, Lucknow.
8. Director General, Railway Staff College, Vadodara.
9. Director, Indian Railways Institute of Transport Management (IRITM), Lucknow.
10. Managing Director, DFCCIL, Pragati Maidan, New Delhi.


(Ashutosh Mishra)

Jt. Director Freight Marketing

2018/TC(FM)/4/01-Part(1)

New Delhi , dated 08.04.2024

Copy for information to:

CRB&CEO, MF, M/O&BD, M/TRS, M/Infra, DG/RPF, DG/Safety, DG/HR & Secretary
Railway Board, New Delhi.

AM(T), AM(Comml), PED(Vig.), PED/Coaching, ED/CC, EDF(C), EDTC(Rates),
ED/BD, EDME(Chg), ED/Chg, EDV(T), DTT/Chg, DTC(R), & JDF/C Railway Board.


(Ashutosh Mishra)

Jt. Director Freight Marketing