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 30.06.2020

The General Manager
All Indian Railways.

Amendment No. 4 to General Purpose Wagon Investment Scheme (GPWIS)

Sub : GENERAL PURPOSE WAGON INVESTMENT SCHEME (GPWIS)
Ref : (1) Freight Marketing Master Circular/GPWIS/2018/0 vide Letter No. 2018/TC(FM)/4/01 (GPWIS) dt. 26.04.2018.
(2) Freight Marketing Circular No. 16 of 2018 vide Letter No. 2018/TC(FM)/4/01 dt. 18.05.2018.
(3) Freight Marketing Circular No. 27 of 2018 vide Letter No. 2018/TC(FM)/4/35 dt. 15/16.11.2018.
(4) Freight Marketing Circular No. 09 of 2019 vide Letter No. 2018/TC(FM)/4/13 dt. 08.03.2019.
(5) Freight Marketing Circular No. 26 of 2019 vide Letter No. 2018/TC(FM)/4/01 dt. 18.11.2019.

****

1. Please refer to above mentioned Master Circular on General Purpose Wagon Investment Scheme (GPWIS) and amendments issued mentioned under reference.

2. The following amendments are made in Policy :

Existing Provision	Revised Provision
Para 7. of Chapter – III The circuit on which the rakes are proposed to be deployed by end user would be approved by Traffic Transportation Directorate, Railway Board	The circuit on which the rakes are proposed to be deployed by end user would be approved by Traffic Transportation Directorate, Railway Board **on the basis of operation feasibility of the proposed circuit.**
Para 8. of Chapter – III 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	**(Deleted)**

30.06.2020

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%.	
Para 9. of Chapter – III In case of small lead circuits (upto 200 Kms), the condition of ERR benchmark would not be applicable	**(Deleted)**
Para 1.8. Of Chapter –IV No freight will be charged for movement of empty rakes to the next destination provided the distance travelled by empty rake is less or equal to the distance travelled by the train before unloading. However, if the empty rake travels an additional distance over and above the loaded distance, empty freight rate shall be charged at 50% of loaded freight of public tariff on carrying capacity of the wagons	**No freight will be charged for movement of empty rake, if it is moved as per the approval in the circuit.** **This will be also applicable for the rakes for which circuits have already been approved.**
New Para 1.3.A (in chapter – IV)	**1.3.A The party will also have an option of taking freight rebate 'without' the annual cap as mentioned in para 1.3. In this option, the interest component of cost of investment shall be limited to IR's payment of the same to IRFC.** **This option has to be exercised by the party**

30.06.2020

	before signing the Agreement. For rakes already inducted as well as for rakes for which Agreements have already been signed, this option may be exercised within 60 days of issue of this amendment.

3. This issues with concurrence of Finance Directorate of Ministry of Railways.

4. This has the approval of TT Directorate of Ministry of Railways.

30/6/2020

(Mudit Chandra)
Director Freight Marketing

No. 2018/TC(FM)/04/13 Rail Bhavan, New Delhi – 110 001, dated 30.06.2020

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.

30/06/2020

For **Financial Commissioner/Railways**

No. 2018/TC(FM)/04/13 Rail Bhavan, New Delhi – 110 001, dated 30.06.2020

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/FOIS, Centre For Railway Information System (CRIS), Chanakyapuri, Near National Rail Museum, 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. The GM/FOIS, Centre For Railway Information System (CRIS), Chanakyapuri, Near National Rail Museum, New Delhi
10. Director General, National Academy for Indian Railways, Lalbaug, Vadodara - 390004, Gujarat.
11. Director General, Indian Railways Institute of Transport Management, Hardoi By-pass Road, P.O. Manak Nagar, Lucknow – 226 011 Uttar Pradesh.
12. Managing Director, DFCCIL, Pragati Maidan, New Delhi.
13. 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.
14. 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.

30/6/2020

(Mudit Chandra)
Director Freight Marketing