



Movement Operations in Food Corporation of India



खाद्य सुरक्षा संस्थान
Institute of Food Security
प्लॉट न.87, संस्थानिक क्षेत्र,सेक्टर-18, गुरुग्राम-122015
Plot No. 87, Institutional Area, Sector-18,Gurugram-122015

FCI HANDBOOK 2020

निजी प्रयोग हेतु
Only for Personal Use

पाठ्यक्रम सामग्री
Study Material

Intentionally Left Blank

OVERVIEW

FCI's Mandate

The Food Corporation of India was set-up under the Food Corporation Act, 1964 to fulfill the following objectives of Food Policy of the Govt. of India:-

- a. Effective price support operations for safeguarding the interest of the farmers.
- b. Distribution of food grains throughout the country for Public Distribution System and other Govt. of India Schemes.
- c. Maintaining satisfactory level of operation and buffer stocks of food grains to ensure National Food Security, and
- d. Intervene in the market for price stabilization.

The Govt. of India fixes the prices at which food grains are to be procured and issued. FCI's operations have a significant effect in sustaining the high growth rate of production of food grains and maintaining price stability.

Main functions of the FCI are procurement, storage/preservation, movement and distribution of foodgrains throughout the country.

Movement plays a very important role in the working of FCI as well as in fulfilling the objectives of Food Policy and National Food Security Act. More than 60% of the stocks procured are moved from surplus regions to deficit regions. Maximum movement of food grains is undertaken by Rail which is evident from the following table :-

Quantity of foodgrains moved (in lakh MT)

	By rail	By road	Water ways	Total
2013-14	392.44	55.37	0	447.81
2014-15	408.28	57.82	1.04	467.14
2015-16	330.71	53.51	0.27	384.49
2016-17	349.88	59.93	0.16	409.98

2017-18	353.20	67.04	0	420.24
2018-19	303.33	79.30	0.46	383.09
2019-20 (up to Jan'20)	241.56	78.17	0.54	320.27

Inter-State movement by road is mainly undertaken in those parts of the country which are not connected by rail for example Himachal Pradesh, Kashmir, Leh, Ladakh, Hilly areas of North East like Arunachal Pradesh, Mizoram, Manipur etc. Small quantity of food grains is also moved by riverine movement to Lakshadweep and Andaman & Nicobar as these are neither connected by rail nor by road. In addition to the inter-state movement, intra-state movement is also undertaken mainly in the procuring regions by road and by rail.

Earlier, most of the wheat stocks were moved Ex-North only i.e. from Punjab, Haryana, sometime U.P and Rajasthan. With the increase in the procurement of wheat in M.P, some quantity is moved from M.P. also. Like wheat, maximum quantity of rice is moved from Punjab, Haryana, some-time U.P. and Uttrarakhand(Ex-North). In addition considerable quantities of rice is also dispatched from A.P, Chhattisgarh, Orissa and sometime West Bengal which are now procuring more than their requirement.

INDEX

CHAPTER	SUBJECT	PAGE NO.
1	Normal Functions of Movement/Depot Staff	7
2	Receipt of Foodgrains by Rail	10
3	Delivery of Consignment	15
4	Despatch of Foodgrains by Rail	18
5	Freight Operations Information System (FOIS)	22
6	e-Demand Registration (e-RD)	30
7	e-Transmission of Railway Receipt (e-TRR)	39
8	Railway Claims	48
9	Online filing of Railway Claims	56
10	Demurrage and Wharfage	59
11	Report of the fact finding Committee on Punitive Charges	63
12	Missing and Unconnected Wagons	70
13	Railway Sidings	75
14	Terminal Charges	78
15	Alternative Modes of Transportation	79
16	Road Movement	92
17	Movement Module of Depot Online System (DOS)	95
18	Movement Planning & Optimization	119
19	Important Hints	125
20	Important Definitions	129
21	Important Sections of Railway Act 1989	132
22	Glimpse of Movement Operations in quantitative terms	139
23	Abbreviations	142
24	List of FCI Owned Sidings	144

Intentionally Left Blank

CHAPTER -1

NORMAL FUNCTIONS OF MOVEMENT/DEPOT STAFF

- (i) On placement of Rake/Wagons for loading, he shall inspect the wagons and ensure that wagons are water tight and fit for loading of foodgrains.
- (ii) Shall calculate the weight and number of bags required to be transported from depot to Railhead keeping in view the carrying capacity of the wagons.
- (iii) Shall arrange proper acknowledgment of the stocks received at Railhead from the Depot, get them dumped on the platform before loading into wagons or directly loading into the wagons after proper counting.
- (iv) Shall ensure proper maintenance of truck-wise, wagon-wise loading/unloading Register.
- (v) Shall ensure that loose grain/spillage from Trucks and wagons are collected, properly cleaned & filled in loose bags and are also accounted against wagon/truck receipts.
- (vi) Shall ensure that bags received from railhead containing platform sweeping are dumped in the godown separately and stacked only after proper cleaning.
- (vii) Shall ensure that convoy notes are properly filled and placed in each wagon before sealing the wagons.
- (viii) Shall ensure that wagons are properly sealed and FCI seal is also affixed along with Railway seal.
- (ix) Shall prepare a forwarding Note containing declaration of the number of bags weight and description of the goods, the name and address of the consignor and the consignee, the destination station etc.
- (x) Shall obtain RR and check calculations of freight and contents mentioned in the RR.
- (xi) Ensure submission of RR to the Manager (D) so as to ensure its onward transmission to the consignee depot through Registered post/Speed post/E-mail.

- (xii) Shall intimate to M(D) for waiver of demurrage/wharfage and matters of Railway, labour and quality control.
- (xiii) Shall intimate loading/unloading details by FAX/Speed Post/E-mail to the consignee/consignor depots immediately after loading/unloading of the wagons.
- (xiv) Shall ensure proper utilization and maintenance of gunnies account at railhead in the prescribed ledger.
- (xv) On placement of rake/wagons at the Railway siding/good shed, shall inspect the seal and condition of wagons before getting them unloaded.
- (xvi) In case of broken seal, bring the condition to the notice of railway Authorities and insist for open delivery etc.
- (xvii) Shall ensure unloading of wagons, proper stacking on platform and loading into trucks and properly lashed with the tarpaulins and ropes for transporting the foodgrains to the depot.
- (xviii) Shall record remarks in the railway delivery book and obtain seal intact certificate.
- (xix) Shall keep proper record of no. of bags received/despached to the depot/loaded into wagons and balance at railhead.
- (xx) Shall inform consignor and District Office regarding full bag shortages immediately on unloading of wagons.
- (xxi) Shall ensure timely lodging of missing wagon claim, compensation claim and claim for excess payment of freight, if any, as per instructions.
- (xxii) As far as possible backward movement be avoided while rebooking of the rake. Shall obtain shed wise wagon placement memo from shed incharge against their shed for loading/unloading of rake/wagons, to facilitate the Railway to shunt/place the wagons shed wise.

Duties of Assistants at Railhead/Railway Siding

- (i) On receipt of stocks, he will get bags unloaded and stacked on the platform in countable position.

- (ii) He will ensure wagon-wise stacking.
- (iii) He will ensure proper loading into trucks and issue complete gate passes duly filled with all entries.
- (iv) Trucks should be inspected before loading that they are clean and provided with tarpaulins etc. and are properly covered & lashed when the stocks are moved out/from/to the depot.
- (v) He will maintain wagon-wise/truck-wise receipt, dispatch register and also sweeping register with accounting of made up bags and gunnies account register etc.
- (vi) In case of loading, stocks to be loaded properly, after counting from dumped stocks and recording the number of bags and weight etc. in convoy note.
- (vii) He will ensure proper sealing of wagons and fixing of FCI seal along with Rly. Seal.
- (viii) At the time of loading and unloading into/from wagon, all efforts should be made so that loose grain may not mix with the dust and other foreign matter.
- (ix) He will count the bags at Railhead at the time of stacking on platform.
- (x) While loading into wagons he will ensure that wagons are properly cleaned and water tight.
- (xi) He will count bags while loading into trucks.
- (xii) He will prepare gate pass for stocks loaded into trucks to be transported from railhead to depot duly filled with all columns and vice-versa.
- (xiii) He will prepare daily statement of operations held at railhead and furnish to depot Incharge/Manager (Depot).

CHAPTER -2

RECEIPT OF FOODGRAINS BY RAIL

Receipt of foodgrains

As soon as movement programme is received for receipt purposes, Manager (Depot)/Depot Incharge should give the advance intimation to the contractor where the contract system is available or to the Incharge looking after the labour in case of departmentalized labour system to keep themselves ready/make the necessary arrangements of labour/transportation vehicles. After the placement of wagons on the goods shed/FCI siding, same should be examined and checked that the seals and rivets of both the sides of the wagon doors are intact. A remark in this respect should be recorded by the Incharge at the rail head, in the wagon unloading Register. In case seal are found tampered with or panel cut in the wagons & bleeding is found, the condition of the same should be recorded in the Railway Delivery Book and the wagons be opened and unloaded in the presence of the representative of the Railway. In case of receipt of water affected/slack, loose/cut and torn bags, same should be kept separately while unloading and wherever the fault is of the railway because of the tampering of seal, water leakages, pilferage due to panel cut, necessary claims be lodged under intimation to the concerned offices as well as concerned GM/Area Manager and assessment certificate be obtained jointly signed by Railway and FCI Officials.

Same procedure/precaution should be adopted on placement of the wagons at the godown having own siding and generally the bags should be unloaded and dumped first at the platform to enable the railway representative for the purpose to count the same, tallied with the wagon convoy note as well as RR and seal card by the officials of FCI as well as railway staff who are supervising the unloading before transporting/stacking the foodgrains so received.

Weighment of the stock

After completing the unloading and tallying with the convoy note/RR, the stocks should be transported to the godowns through trucks/carts for stacking purpose, either from the Railway Goods shed or from the godown siding to the other shed/godown for stacking purpose. As per the standing instructions the stocks should be weighed before stacking the same in the godown for storage purpose. Where the stocks are moved by trucks the same should be weighed on lorry weigh-bridge provided in the godown, in case the goods siding is

within the reasonably short distance. Where the distance is more, it may be weighed on private weigh bridge nearby the railway station and thereafter again in the depot at the lorry weigh-bridge. If no lorry weigh bridge is available enroute to depot then stock should be moved in convoy system and proper watch should be kept on the movement of the trucks on the basis of the timings recorded on gate pass which contains truck no, name of the driver, no of bags, weightment, weight if possible and time of exit of the truck from the goods shed.

Where the stocks are unloaded in the godowns siding and are to be stacked in the same siding godowns, even in that case the stocks should be weighed on 10% basis if the bags are of standard nature on platform scale/beam scale and in case of non-standard bags, the bags are required to be weighed on 100% basis.

Collection of sweeping/spillages from the wagons

All the grains spilled in the wagons during the process of handling, loading and unloading are to be collected, bagged and weighed. Such bags should be clearly marked “wagon sweepings” and stored separately.

Unloading of the Rakes

Once a railway wagon has been loaded, it must move to its destination where it would be unloaded timely and then taken again to the next loading point by railways to complete the cycle. Any abnormal delay at any stage and particularly at the unloading point-would disturb the cycle and the result would be disruption of railway operation generally and lesser availability of wagons. Since movement of foodgrains takes place on a massive scale, therefore, the need for ensuring that no detention or hold-up takes place to loaded wagons at the terminals is obvious. Furthermore, apart from affecting the availability of wagons at the dispatch points, detention of wagons at the terminals results in payment of demurrage/penal DC to the railway.

The Railway have prescribed limited free time for unloading of wagons which in most cases is only 9 or 11 hours.

The free time starts from the moment the wagon is placed in position. In ideal situation a wagon should be unloaded only when it has been placed on a platform provided with a covered shed and proper approach road. This is however not always possible as considering the massive movement of foodgrains involved which often takes place in block rakes, wagons are at times placed even on a ground level siding without a platform or a covered

shed. Generally, whenever wagons are placed on such a siding prior consultation with the FCI takes place and an understanding is arrived at as to the feasibility of unloading of wagons at that siding. At times disputes in this regard have arisen. In these matters understanding with the local railway officials is of utmost importance so that each other's point of view is understood and appreciated. From the FCI's point of view, it must be ensured that the feasibility of trucks approaching the railway line from the road exists and the facility of stacking of bags is also available.

In the case of an FCI siding, a wagon would be deemed to have been placed for unloading and made over to the siding user (in this case the FCI) when:

- (i) The wagon has been placed at the point of interchange:
- (ii) The siding user has been informed in writing that the wagon has been so placed. The information about placement is given on a siding voucher where after the responsibility of the railway ceases.

Conversely the wagon would be considered as having been returned to the railway as soon as it has been placed at the point of interchange and made available for removal from the siding. The Station Master/siding clerk has to be informed in writing of this fact.

To avoid delay in the release of wagons, the following precautions have to be observed:

- (i) The dispatching stations must send the despatch particulars of the wagons through e-mail/fax to the receiving station.
- (ii) In case diversion of a special is affected either because of the requirement of the FCI or due to exigencies of railway operation, the information should be conveyed to both the revised destination and the original destination. A certificate to that effect to be obtained from railway if diversion is done on railway A/c.
- (iii) A close liaison should be maintained with the local railway officers and the control office of the concerned Railway Division so that advance information is available in regard to approach of the expected rake/rakes of foodgrains.

As soon as information is available in regard to approach of a loaded block rake or wagons, the depot at the destination must make adequate arrangement for labour as well as storage space.

If due to labour strike or any other unforeseen reason, hold-up to wagons is anticipated, it would be the duty of the FCI officials at the destination depot to request local railway officials to hold back the wagons and to advise the FCI officials at the arpauling end to suspend further loading until the difficulty is overcome.

Weighment

Weighment of Trucks should be done on the lorry weighbridge as per instructions. However, in case of non-availability of the lorry weigh bridge the stocks should be got weighed on 10% basis on the beam scale/platform

Transportation of foodgrain from goods shed to godown

After completing all formalities required by the railway for delivery, the stock needs to be transported to the godowns through trucks/carts arranged by the HTC/transport contractor for the purpose. Before start of the loading it may be ensured that flooring of the trucks are sound which may not allow bleeding/pouring of the foodgrains enroute. The arpaulin should be got spread on the truck floor to prevent spilling enroute. The bags should be properly loaded in

countable position and the mouths of the bags should be kept inside to avoid the bleeding from the mouth. It may also be ensured that all the foodgrains loaded into trucks/carts are covered with arpaulin to save from the pilferage, rains etc. Before allowing exit from the premises, a gate pass/truck movement chit should be issued having the full details in the prescribed Proforma which should be serially numbered with book No. and signature of the representative of transporter/truck driver should invariably be obtained in token of the receipt of the stocks in his possession. In case of any shortages necessary recovery should be made from HTC as per the instructions.

In case of vice-versa movement, all these formalities/precautions should also be observed. Truck carrying the foodgrains as soon as report to the depot gate, the FCI representative (normally security staff) has to check/count the bags and tally with the No. of bags shown as loaded in the gate pass/truck movement chit and entry of the same should be serially made in the inward gate register and thereafter the truck may be allowed to enter for weighment at the weigh bridge if available or to the godown for further weighment and unloading/stacking purpose.

Scale in case of standard bags and 100% in case of non-standard bags and the weight check memo is to be prepared truck-wise by the staff posted at the point of operation and should be checked and signed by the Assistant/concerned Shed In-charge and should be counter signed by the Depot In-charge.

CHAPTER -3

DELIVERY OF CONSIGNMENT

Delivery

Delivery of consignments is effected by the Railway on production of railway receipt and on payment of charges, if any. Delivery can be effected to the consignee shown on the invoice or the endorsed consignee. When the railway receipt is lost or not available, delivery of goods is granted on execution of a indemnity note/bond.

When a wagon is placed for unloading, seals and labels are to be removed only by the railway staff detailed for supervising the unloading of wagons and rivets should be cut in their presence. In removing the seals, the tape or thread should be cut carefully so as to leave the seals intact. The whole of the tape, the seal and the label are carefully preserved for six months. In case of shortage etc. these are sent by the railway staff to the concerned Claims offices along with the missing goods report form.

While taking delivery of the consignment it should be ensured that adequate remarks should be recorded about the actual condition and No. of bags received including shortage of full bags, if any, slack and torn bags or damage of foodgrains due to rains in the railway delivery book, which plays a very important role in settling the Railway claims.

Defective condition of consignments delivered

When the condition of the consignment is found defective at the time of delivery or the number of packages are found short, a remark to this effect must be passed in the delivery book. In respect of a 'said to contain' railway receipt, remarks for the actual number of bags delivered may be passed in the delivery book. A copy of such remark should be obtained and sent to claims office while preferring claims.

Partial delivery of consignment

The consignee must take delivery of goods forming part of a consignment whenever these are available for delivery notwithstanding the fact that the remaining goods are short or damaged or have not arrived at the destination or are otherwise not available for delivery. A partial delivery certificate for the portion of the consignment not delivered is issued by the Railway. This certificate is to be deposited with the Railway when the balance consignment

is delivered. If the consignee does not take delivery of part of a consignment which is available for delivery, the wharfage charges as per rules become payable if the same is not removed within the free time allowed for this purpose.

Open Delivery of Consignment

When a consignment arrives at destination with packing damaged or shows signs of having been tampered with, open delivery may be demanded from the Railway. This can be granted either by the Station Master/goods supervisor or by an authorized officer of the Railway in presence of a representative of the Railway Protection Force. At stations, where the Station Master is not authorized by the railway administration, he will at once refer the matter to the Claims Inspector of the Railway for necessary action.

Damage or Deficiency being noticed

If any damage or deficiency is noticed before or during the unloading of wagon, the Station Master/Goods Supervisor and representative of the Railway Protection Force must be sent for, if available at the station and consignment checked in their presence. The result of the check must be recorded in the unloading book and signed by the railway representatives in whose presence the contents of the wagon were checked. The exact condition of the packages or bag found damaged or pilfered, should be recorded along with the result of reweighment. The whole consignment of which the package or bag in question forms a part, should also be re-weighed and result recorded.

Assessment Delivery

When a consignment is received at destination with its contents damaged, every effort must be made to have the damages assessed at the time of delivery. Station Masters/goods supervisor who are authorized to give such assessment of damages should themselves arrange to give delivery of consignments immediately.

Re-booking

Re-booking means the booking of a consignment to its original forwarding station or to any other station after it has reached its destination, but before taking delivery. In such cases application should be given to the Station Master/Goods Supervisor of the station where the goods are arrived. Original railway receipt should also be surrendered along with the application. If the condition of the consignment is defective, then rebooking may be done after rectifying the defect or after passing a remark to this effect on the forwarding note

which should be executed for this purpose. Rebooking of rake is to be done within free time to avoid demurrage charges.

In brief, following points should be kept in mind while taking delivery of the consignments :-

- (i) The side seal cards of the doors and rivets should be checked.
- (ii) The doors of the wagons should be opened in the presence of the representative of the railway.
- (iii) Number of bags actually counted in the wagon should be tallied with the convoy note to be found inside the wagon. In case the convoy note is not found, then No. of bags should be tallied with the seal card as well as number of bags shown in the R.R. against that wagon.
- (iv) Polythene/tarpaulins or empty gunnies should be spread to cover the space in between the platform and the track just below the flap door of the wagon to collect spilled grains without being mixed up with dust and other materials.
- (v) Tarpaulins should be spread under neath where unloading is done on kacha ground.
- (vi) In case of open delivery of wagon, slack and torn bags should be segregated, weighed separately and shortages recorded in the railway delivery book while taking delivery.
- (vii) Water affected bags, if any, should be segregated from sound bags and delivery of such bags should not be taken until assessment of the extent of damage cause in done by the railway authorities.
- (viii) Shortages of full bags if any observed should also be recorded in the railway delivery book as per standing instructions.
- (ix) Dunnage material, if any, found in the wagon should be removed and properly accounted for.
- (x) In absence of R.R. the delivery may be taken on indemnity bond.
- (xi) Wagon should be released by unloading the consignments within the free time allowed by the railway and also be removed from the railway premises avoiding levy of demurrage or wharfage.

CHAPTER -4

DESPATCH OF FOODGRAINS BY RAIL

Despatch of Foodgrains

On receipt of allocation for out station despatches (movement programme) Depot Incharge will work out the trucks/wagon requirements, draw up the daily programme of loading and communicate the same in writing to the concerned Unit Incharges as well as to the HTC/TC and accordingly he will also register the indents for wagons with the Railway Station Master/goods supervisor in accordance with the dispatch programme.

Indenting of Wagons

Under the Railway rules, prescribed registration fee is payable at the time of registration of indents. However, at some places, FCI may have the arrangements with the railway for lumpsum deposit fee (to be paid by the Area Manager) in lieu of the registration fee to be paid in each individual case. Registration fee will be forfeited in case wagons supplied are not utilized or demand/ (indent) is cancelled within ten days of the registration of demand. A complete record of wagons indented, utilized or rejected and the reasons for non-utilization fee should be recorded in the register. All cases of forfeiture of the registration fee should be reported to the Area Manager immediately on occurrence.

It may be ensured that wagons are loaded within the free time allowed by the Railway to avoid the occurrence of demurrage for delay in loading the wagons.

A. BOOKING Forwarding Note

A forwarding note is a notice (contract of carriage between railway and rail user) to the Railway Authorities offering a consignment for dispatch by rail from one station to another. Every consignment must invariably be accompanied by a proper forwarding note which must contain a declaration of the number of bags, weight and description of the goods, the name and address of the consignor and consignee, the destination station. It is to be clearly mentioned on the forwarding note that stocks are meant for PDS, under Govt. sponsored programme, if any, and in standardized bags. Railway staff are forbidden to pass any remarks on the forwarding note in their own handwriting in regard to improper packing or defective condition of goods, as the remarks which have not been recorded by the sender or

his agent do not afford any protection to the Railway in law court with regard to damage, deterioration or loss of goods in transit/payment of freight.

Inspection of wagons, calculation of wagon-wise weight

As soon as wagons are placed, the FCI officials should inspect the condition of the wagons and ensure sound flooring, water tightness, as well as cleanliness and fit for loading of foodgrains. Any wagon found unfit should be rejected and communicated to the Railway in writing indicating wagon No. and reasons for rejection. Thereafter, calculate the number of bags and weight to be loaded in the wagon as per the permissible weight allowed by the Railway and the stocks of foodgrains be loaded in a countable position. While loading it may be ensured that the adequate space of 18” is left at the flap doors to avoid pilferage by miscreants enroute. The mouths of the bags should not be kept on the door side to avoid the droppings of the foodgrains.

FIT WAGON

When registration for wagons has been made for movement of foodgrains, the Railway supplies wagons at the station at which wagons have been indented for. The responsibility for supplying wagons fit for the commodity to be loaded lies with the Railway. At times, however, even unfit wagons are supplied and placed in position for loading of foodgrains. For example, a wagon which may have been loaded with sulphur or coal may, after unloading and without proper cleaning at the destination, be supplied to the FCI for loading of foodgrains. On other occasions, the Railway may supply a wagon with a panel cut or a roof perforated. It is to be ensured that the wagons offered by the Railway are suitable for loading of foodgrains so that no damage, pilferage or contamination of goods takes place.

While accepting covered wagons for loading, the following points must be kept in view:

- (i) The wagon must be water-tight, and there are no holes in the roof or in the side walls. A visual examination of the wagon would ordinarily show that there are no holes either on the roof or in the walls of the wagon. The easiest way to ascertain this is to stand on the floor of the wagon with doors closed and to see if light come inside the wagon from any side. In no circumstances such unfit wagons are to be loaded.
- (ii) At times, wagons with their panels cut may be offered for loading. In such wagons, not only pilferage is possible but there is possibility of contents falling out of the wagon during transit. In no circumstances a wagon with panels cut be accepted for loading of foodgrains.

- (iii) Wagons whose floors have become oily on account of some oil consignment having been carried in them on a previous journey or are otherwise soiled because of some other obnoxious commodity are likely to contaminate foodgrains and, therefore, must not be accepted for loading until these wagons have been got cleaned thoroughly.
- (iv) A wagon whose doors cannot be securely closed and fastened is similarly unsuitable for loading of foodgrains as pilferage and shortage may result in such a wagon.
- (v) Finally, there may be wagons which are otherwise fit but may be unsuitable for loading of foodgrains according to FCI's programme. In these circumstances, either the wagon so offered must be refused or alternatively suitable remarks may be made in the forwarding note.

LOADING

Loading of foodgrains on behalf of the FCI is undertaken at various siding depots and railway stations/goods-shed as well as ports. The movement is massive and necessitates great care so that the FCI is not put to any unnecessary loss.

The following precautions are to be taken while loading a wagon:

- (i) The wagon must be properly inspected to see that it is water-tight, dry and clean and generally fit for loading.
- (ii) The doors should be checked up to see whether they can be firmly closed.
- (iii) Bags of foodgrains must be loaded 18" away from the wagon door on either side. This obviates the chances of bleeding through flap doors.
- (iv) Wagons must be evenly loaded so that all springs bear equal load. No overloading beyond the carrying capacity and the additional permissible load should be done.
- (v) Use of iron hooks should be avoided as far as possible.
- (vi) After loading is completed, wagons are sealed and riveted by the railway staff. The sealing is done in such a way that it is not possible for any person to get into the wagon and remove the goods without breaking the seals.
- (vii) Consignments of foodgrains must be brought to the station of loading well in time so as to complete the loading within permissible free time in order to avoid demurrage to

wagons. Where sufficient stocks are not available for rake load, timely information should be given to the railway so that the rolling rake is not supplied.

Preparation of convoy note, getting of RRs, sealing of Wagons

As soon as loading of wagons is completed, convoy note should be prepared and placed in the wagon. After placing the convoy note, the doors of the wagons should be got closed and revetted by the railway and wagons should be got sealed in the presence of official from the railway and also affix the consignor's seal on each wagon along with the railway seal at all the doors of the wagons. Thereafter FCI official should furnish the wagon wise commodity, variety, No. of bags loaded along-with the weight in each wagon to the railway and get the RR prepared. On the basis of the weight declared by the FCI officials, the railway staff is to prepare the railway receipt (RR). For preparation of RR, railway staff has to calculate the distance from despatching station to the destination station and freight chargeable thereon. It is the duty of the officials posted at rail head to check the distance via shortest/rationalized route and freight charged by the railway in the RR and to make the payment to railway to get the "**freight paid**" RR.

When wagons are booked under "said to contain" RRs, the concerned FCI loading staff at the dispatching point will be responsible to ensure that FCI seals along with Railway card labels in the prescribed manner are affixed on all the doors of the loaded wagons and will be responsible for any shortage observed at the destination in the seal intact wagons.

Intimation to consignee and entry into the concerned documents

The dispatch particular containing wagon-wise no. of bags and quantity loaded and original RR along with copy of convey note must be sent to recipient immediately through speed post. A copy of the same should also be send to recipient end through FAX/e-mail.

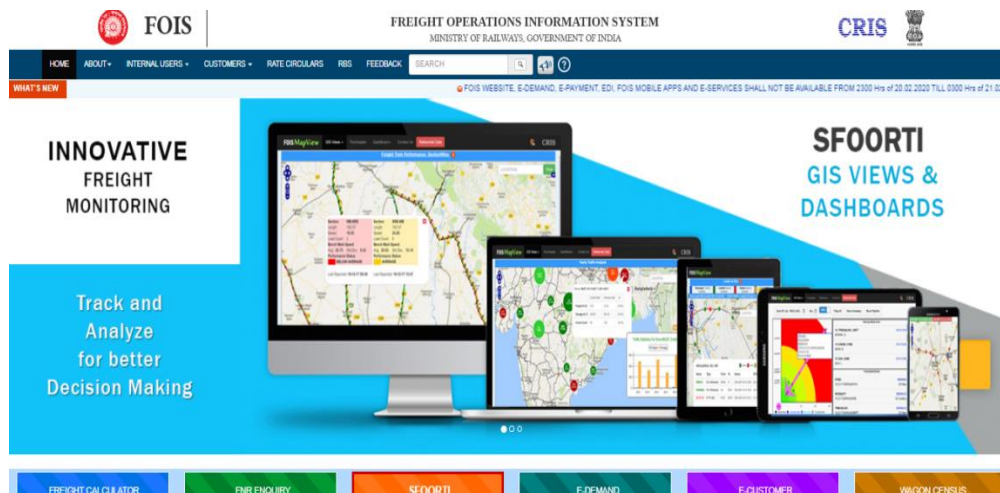
Entries in the relevant stack cards, stack wise, shed wise, central ledger, master ledger and other allied registers be made daily.

CHAPTER -5

FREIGHT OPERATIONS INFORMATION SYSTEM (FOIS)* FOIS MODULES THAT ARE MOST USEFUL FOR FCI

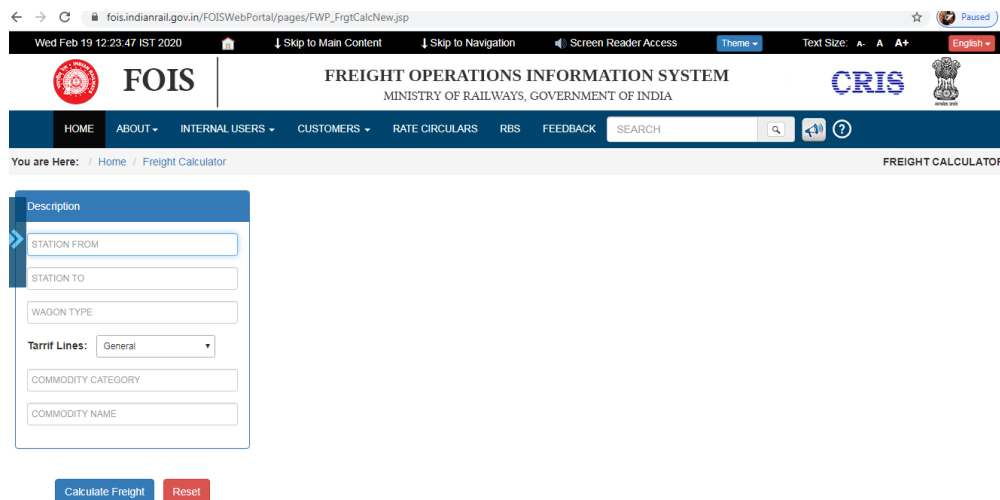
USER ID FOR FCI USERS : fci@ecust
PASSWORD : fci@123

MAIN PAGE




USE CUSTOMERS TAB TO REACH

FREIGHT CALCULATOR





FREIGHT CALCULATOR



FOIS

FREIGHT OPERATIONS INFORMATION SYSTEM
MINISTRY OF RAILWAYS, GOVERNMENT OF INDIA

HOME ABOUT INTERNAL USERS CUSTOMERS RATE CIRCULARS RBS FEEDBACK


You are Here: / Home / Freight Calculator FREIGHT CALCULATOR

Description	Units Detail	Charge Name	Wagon Load	Train Load
LU DHIANA JN - LDH FOOD CORPORATION OF INDIA SDG, WHITE FIELD- BCNA- BOGIES COVERED AIR BRAKES Tariff Lines: General FOODGRAINS,FLOURS AND PULSES RICE RAW GR-A (RRA)	Rate: 41 PCC/U: 64.00 Freight Rate/Tonne WL (Class:130B): 2,983.70 TL (Class:130A): 2,585.80 RBS Route(RATIONALIZED) SNL-SIR-RRJ-UMB-KKDE-PNP-ANDI-PTNR-TKD-PWL-BTSR-MTJ-RKM-AGC-BHA-DHO-BLNR. Distance: 2616 Kms (CC+6)	Charged Rate Class: 130B 130A Basic Freight Rate (Rs./T): 2,983.70 2,585.80 *SurCharge (Rs./T): 0.00 0.00 NTR (Rs./T): 2,983.70 2,585.80 **Other Charge (Rs./T): 169.19 149.29 ***Rebate (Rs./T): 0.00 0.00 Freight Rate (Rs./T): 3,152.89 2,735.09 Total Chargeable Wght (T): 2624.0 2624.0 Total Freight (Rs.): 82,73,183.36 71,76,876.16 Other Charges (Rs.): 0.00 0.00 Other Rebate (Rs.): 0.00 0.00 Final Freight (Rs.): 82,73,183.36 71,76,876.16 +GST (if app.) (Rs.): 0.00 0.00 Final Freight (incl. GST) (Rs.): 82,73,184.00 71,76,877.00 Final Freight (incl. GST) for Wagon Load (in words): Eighty-Two Lakh Seventy-Three Thousand One Hundred Eighty-Four Rupees Only Final Freight (incl. GST) for Train Load (in words): Seventy-One Lakh Seventy-Six Thousand Eight Hundred Seventy-Seven Rupees Only		

Calculate Freight
Reset



FREIGHT CALCULATOR

Wed Feb 19 12:23:47 IST 2020
Skip to Main Content Skip to Navigation Screen Reader Access Theme Text Size: A A+ English



FOIS

FREIGHT OPERATIONS INFORMATION SYSTEM
MINISTRY OF RAILWAYS, GOVERNMENT OF INDIA

HOME ABOUT INTERNAL USERS CUSTOMERS RATE CIRCULARS RBS FEEDBACK

You are Here: / Home / Freight Calculator FREIGHT CALCULATOR

Description	Units Detail	Charge Name	Wagon Load	Train Load
LU DHIANA JN - LDH FOOD CORPORATION OF INDIA SDG, WHITE FIELD- BCNA- BOGIES COVERED AIR BRAKES Tariff Lines: General FOODGRAINS,FLOURS AND PULSES RICE RAW GR-A (RRA)	Rate: 41 PCC/U: 64.00 Freight Rate/Tonne WL (Class:130B): 2,983.70 TL (Class:130A): 2,585.80 RBS Route(RATIONALIZED) SNL-SIR-RRJ-UMB-KKDE-PNP-ANDI-PTNR-TKD-PWL-BTSR-MTJ-RKM-AGC-BHA-DHO-BLNR. Distance: 2616 Kms (CC+6)	Charged Rate Class: 130B 130A Basic Freight Rate (Rs./T): 2,983.70 2,585.80 *SurCharge (Rs./T): 0.00 0.00 NTR (Rs./T): 2,983.70 2,585.80 **Other Charge (Rs./T): 169.19 149.29 ***Rebate (Rs./T): 0.00 0.00 Freight Rate (Rs./T): 3,152.89 2,735.09 Total Chargeable Wght (T): 2624.0 2624.0 Total Freight (Rs.): 82,73,183.36 71,76,876.16 Other Charges (Rs.): 0.00 0.00 Other Rebate (Rs.): 0.00 0.00 Final Freight (Rs.): 82,73,183.36 71,76,876.16 +GST (if app.) (Rs.): 0.00 0.00 Final Freight (incl. GST) (Rs.): 82,73,184.00 71,76,877.00 Final Freight (incl. GST) for Wagon Load (in words): Eighty-Two Lakh Seventy-Three Thousand One Hundred Eighty-Four Rupees Only Final Freight (incl. GST) for Train Load (in words): Seventy-One Lakh Seventy-Six Thousand Eight Hundred Seventy-Seven Rupees Only		

Calculate Freight
Reset

Wagon Load Other Charges Details

Code	Amount	%
DEVELOPMENT CHARGE(DS)	149.19	5
ORIGINATING TERMINAL CHARGES(OTC)	20.00	0

FREIGHT RATES CALCULATOR

Wed Feb 19 12:27:24 IST 2020 | Skip to Main Content | Skip to Navigation | Screen Reader Access | Theme | Text Size: A- A A+ | English

FOIS FREIGHT OPERATIONS INFORMATION SYSTEM
MINISTRY OF RAILWAYS, GOVERNMENT OF INDIA

CRIS

HOME ABOUT INTERNAL USERS CUSTOMERS RATE CIRCULARS RBS FEEDBACK SEARCH

You are Here: / Home / Freight Rates

Reset Search Full Screen Mode

S.NO.	COMMODITY	RATE CLASS	
		TRAIN LOAD	WAGON LOAD
1	AGRICULTURAL WASTE OR CROP RESIDUE (PARALI, STUBBLE ETC.)	LR3	120
2	ALL REFINED AND NON-REFINED OIL(IN COVERED WAGONS)	LR3A	LR3B
3	ALUM	LR3	120
4	BAGASSE	LR3	120
5	BAMBOO CHIPS	LR3	120
6	BAMBOO CRUSHED	LR3	120
7	BAMBOO CUTS	LR3	120
8	BAMBOO PULP	LR3	120
9	BAMBOOS	LR3	120
10	BANANA	LR3	120
11	BARLEY HUSK	LR3	120
12	BED SHEETS	LR3	120
13	BHOOSA	LR3	120
14	BROOMS	LR3	120
15	CHARI	LR3	120
16	CHILLIES	LR3	120
17	COCONUT HUSK	LR3	120
18	COFFEE AND TEA	LR3	120
19	COIR	LR3	120
20	COIR MATS	LR3	120
21	COIR OIL (IN COVERED WAGONS)	LR3A	LR3B

STATION HELP

Wed Feb 19 12:29:04 IST 2020 | Skip to Main Content | Skip to Navigation | Screen Reader Access | Theme | Text Size: A- A A+ | English

FOIS FREIGHT OPERATIONS INFORMATION SYSTEM
MINISTRY OF RAILWAYS, GOVERNMENT OF INDIA

CRIS

HOME ABOUT INTERNAL USERS CUSTOMERS RATE CIRCULARS RBS FEEDBACK SEARCH

You are Here: / Home / Station Help

Station

Code * NAG Name * Submit Reset

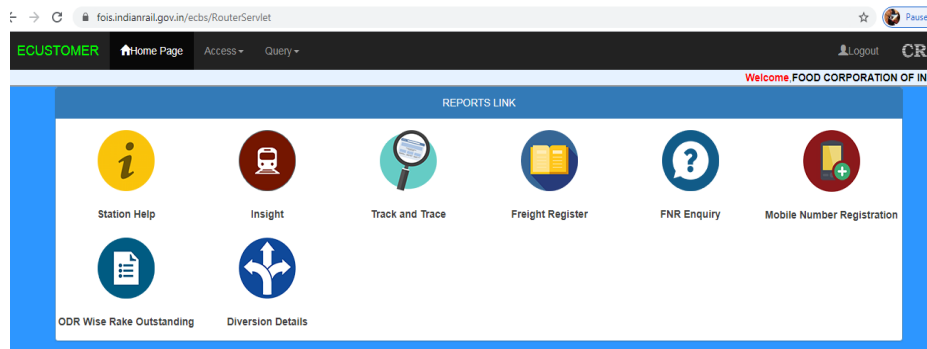
Full Screen Mode Reset Search

STATION						OPEN FOR		ALLOWED		DVSN(CODE-NAME)	SECTION	ZONE	COMMODITY	CONTACT
CODE	NAME	SHORT NAME	SRVG	OLD SRVG	NUM CODE	INWARD	OUTWARD	HALFRAKE	FULLRAKE					
NAG	NAGARGALI (N - W) (OUT - W)				1512933					UBL-HUBL	LD-UBL	SW		SRDOMUBL (Mob No 9731665900, Office No 0836-2363603)

T-> Train Load W-> Wagon Load Y-> Yes N-> No

GO TO E-CUSTOMER AND FILL USERNAME AND PASSWORD TO REACH

REPORTS LINK



FREIGHT DETAILS FOR CUSTOMERS

ECUSTOMER Home Page Access Query Logout CRIS Welcome FOOD CORPORATION OF INDIA

FREIGHT DETAILS FOR CUSTOMER

Station From: STTN Station To: STTN Consignor: FCI Consignee: FCI Date From: 01-01-2020 Date To: 31-01-2020 Paid Type: All E-Payment Submit Reset

how All entries Search:

ZONE	DVSN	STTN FROM	STTN TO	RR NO.	RR DATE	FNR	P/T	INVC NO.	INVC DATE	CMDT CODE	CNSR CODE	CNSR GSTIN	CNSG CODE	CNSG GSTIN	TAX INVC
SW	MYS	AAFN	CMNR	262000078	10-01-2020	20010918377	P	1	10-01-2020	119021	FCI	37AAAACF0365N12H	FCI	29AAAACF0365N12E	99200137479
SW	SBC	AAFN	WFCS	262000079	28-01-2020	20012117927	P	2	28-01-2020	119021	FCI	37AAAACF0365N12H	FCI	29AAAACF0365N12E	99200137479
CR	NGP	ABS	DMN	262000683	20-01-2020	20012001583	P	1	20-01-2020	119025	FCI	03AAAACF0365N12S	FCI	27AAAACF0365N12I	99200103429

RAKES OUTSTANDING DETAILS

ECUSTOMER Home Page Access Query Logout CRIS Welcome FOOD CORPORATION OF INDIA

ODR WISE RAKE OUTSTANDING DETAILS

Source: STTN Destination: STTN Stock Type: STOCK Consignor: FCI Consignee: FCI Submit Reset

how All entries Search:

SR.NO.	DVSN	STTNFROM	DEMAND NO.	DEMAND DATE	DEMAND TIME	EXPD LING DATE	CNSR	CNSG	GRUP RAKE CHDT	RAKE CMDT	TT	PC	PBF	VIA	STTNTO	INDEMTD TYPE	1
1	ALD	MZP	1	17-02-20	15:00		FCI	FCI	FG	R	GG	D	N		SCA	BCN	42
2	ALD	SBDR	1	19-02-20	11:45		FCI	FCI	FG	R	GG	D	N		JTTN	BCN	42
3	BKN	ENB	1	19-02-20	09:18	19-02-2020	FCI	FCI	FG	W	GG	D	N		DSSI	BCN	42
4	BKN	RMN	1	18-02-20	16:38	19-02-2020	FCI	FCI	FG	W	GG	D	N		DSSI	BCN	42
5	BPL	BHS	1	19-02-20	06:15	19-02-2020	FCI	FCI	FG	W	GG	B	N		ANND	BCN	42
6	BSP	AKT	1	18-02-20	11:45	19-02-2020	FCI	FCI	FG	R	GG	B	N		DMH	BCN	42
7	BSP	AKT	3	18-02-20	16:46	19-02-2020	FCI	FCI	FG	R	GG	B	N		DMH	BCN	42

DIVERSION DETAILS

ECUSTOMER Home Page Access Query Logout CRIS
Welcome, FOOD CORPORATION OF INDIA

DIVERSION DETAILS

Old Consignee: FCI New Consignee: FCI Date From: 01-01-2019 Date To: 31-12-2019 Submit Reset

Show: All entries Search:

SR.NO.	ZONE	DVSN	STTN FROM	STTN TO	RR NO.	RR DATE	FNR NO.	CNSR	CNSG	FREIGHT AMNT	PAYMENT MODE	COLLECTION AMNT	ACCOUNT NO.	DIV
1	NR	LKO	SHG	DBSI	211000002	21-04-2019	19041925986	FCI	FCI	3065596	M	3065596.75		SHG

Showing 1 to 1 of 1 entries

Previous 1 Next

APPLIED RESTRICTIONS/CANCELLED RESTRICTIONS/FUTURE RESTRICTIONS

FOIS FREIGHT OPERATIONS INFORMATION SYSTEM
MINISTRY OF RAILWAYS, GOVERNMENT OF INDIA

CRIS

HOME ABOUT INTERNAL USERS CUSTOMERS RATE CIRCULARS RBS FEEDBACK SEARCH

You are Here: Home / Restrictions Detail RESTRICTIONS DETAIL

Go to Cancelled Restrictions Go to Future Restrictions

Applied Restrictions 0

Cancelled Restrictions 0

Future Restrictions 0

LOADING/UNLOADING LOCATIONS OVER IR

FOIS FREIGHT OPERATIONS INFORMATION SYSTEM
MINISTRY OF RAILWAYS, GOVERNMENT OF INDIA

CRIS

HOME ABOUT INTERNAL USERS CUSTOMERS RATE CIRCULARS RBS FEEDBACK SEARCH

You are Here: Home / Loading/Unloading Locations Over IR LOADING/UNLOADING LOCATIONS OVER IR

Zone Division State

* NR

* FG

All Unloading Loading

Submit Reset

LOADING DETAIL UNLOADING DETAIL

LOCATION'S AVAILABLE FOR LOADING

COMMODITY	STATION	STATION NAME	PERMITTED AT			
			DIVISION	ZONE	DISTRICT	STATE
B (BAJRA)	FCPP	F.C.I. SDG NO 1, PANIPAT	DELHI	NORTHERN RAILWAY	KARNAL	HARYANA
B (BAJRA)	VRSS	M/S. VRC SILOS PVT. LTD.	AMBALA	NORTHERN RAILWAY	SANGRUR	PUNJAB
BAR (BARLEY)	VRSS	M/S. VRC SILOS PVT. LTD.	AMBALA	NORTHERN RAILWAY	SANGRUR	PUNJAB
BFBP (BOILED FINE RICE & BOILED PARIAL RICE)	VRSS	M/S. VRC SILOS PVT. LTD.	AMBALA	NORTHERN RAILWAY	SANGRUR	PUNJAB
BFBR (BOILED FINE RICE & BOILED RICE)	VRSS	M/S. VRC SILOS PVT. LTD.	AMBALA	NORTHERN RAILWAY	SANGRUR	PUNJAB
BFR (BOILED FINE RICE)	VRSS	M/S. VRC SILOS PVT. LTD.	AMBALA	NORTHERN RAILWAY	SANGRUR	PUNJAB
BPR (BOILED PARIAL)	VRSS	M/S. VRC SILOS PVT. LTD.	AMBALA	NORTHERN RAILWAY	SANGRUR	PUNJAB

RAIL HANDLING FACILITIES

FOIS FREIGHT OPERATIONS INFORMATION SYSTEM
MINISTRY OF RAILWAYS, GOVERNMENT OF INDIA

CRIS

HOME ABOUT INTERNAL USERS CUSTOMERS RATE CIRCULARS RBS FEEDBACK SEARCH

You are Here: Home / Rail Handling Facility RAIL HANDLING FACILITY

Facility Help

Station District State Submit Reset

*Please Use Railway Codes For Station and Full Name for District/State option

STATION NAME	DIVISION	ZONE	INWARD	OUTWARD	HALFRAKE	FULLRAKE	
JRINA	LMG-LUMDING	NF	T	T	Y	Y	INWARD-EXCEPT AEO, ATF, BENZ, BOIL, CBPS, GLO, CO, DON, EXPL, FOL, HOO, HEKA, HPS, HSD, JPKO, LDO, LFL, LFLI, LLO, LPL, LSH, LSHS, LUB, MDO, ML, MO, MOBI, EXCEPT AEO, ATF, BENZ, BOIL, CBPS, GLO, CO, DON, DON, EAUC, EXPL, FERCO, FOL, PDD, HEXA, HPS, HSD, IMOL, JPKO, LDO, LFL, LFLI, LLO, LPL, LSH, LSHS, LUB, MDO

Full Screen Mode
Reset Search

Train Load Wagon Load Yes No

STATION HELP

FOIS FREIGHT OPERATIONS INFORMATION SYSTEM
MINISTRY OF RAILWAYS, GOVERNMENT OF INDIA

CRIS

HOME ABOUT INTERNAL USERS CUSTOMERS RATE CIRCULARS RBS FEEDBACK SEARCH

You are Here: Home / Station Help STATION HELP

Station

Code Name Submit Reset

CODE	NAME	SHORT NAME	SRVG	OLD SRVG	NUM CODE	INWARD	OUTWARD	HALFRAKE	FULLRAKE	DVSNIC (CODE NAME)	SECTION	ZONE	
JRINA	JRINA (IN-T) (OUT-T)				5718339	T	T	Y	Y	LMG-LUMDING	MANU-AGTL	NF	Inward-Except EXPL, LIVS, ML, Y, VO, VGO, TUR, TOLU, SO, SKO, RPO, PRFN, POL, PMIX, PKO, PH, PE, Except EXPL, STC, PHC, PBC, NSTC, NPHC, NPHC, NPHC, NEUC, NOL, FERCO, EAUC, COAL, NINCL

Full Screen Mode
Reset Search

OTHER USEFUL TOOLS AVAILABLE IN IN FOIS

FNR ENQUIRY

FOIS FREIGHT OPERATIONS INFORMATION SYSTEM
MINISTRY OF RAILWAYS, GOVERNMENT OF INDIA

CRIS

HOME ABOUT INTERNAL USERS CUSTOMERS RATE CIRCULARS RBS FEEDBACK SEARCH

You are Here: Home / FNR Enquiry FNR ENQUIRY

Track Your Consignment

FNR Number: Captcha Submit

FNR Number: 11-Digit Number Printed on Top-Left of Railway Receipt (RR)

RAILWAY CIRCULARS THROUGH FOIS

The screenshot shows the Indian Railways website header with the logo and navigation menu. The main content area is titled 'यातायात वाणिज्य निदेशालय TRAFFIC COMMERCIAL DIRECTORATE'. A 'What's New' section contains a notification: 'Notified Stations (RC-91 of 2020), New'. A sidebar on the left lists various categories like 'About Indian Railways', 'Rates Master Circulars', etc. A 'QUICK LINKS' dropdown menu is visible on the right.

FINDING SHORTEST/RATIONAL ROUTE

The screenshot displays the 'Rates Branch System' website. It features a navigation bar with 'Home', 'Find Route', 'View Data', and 'Login'. Below the navigation, there is a section titled 'New Feature : Update Additional /Extended Station Details Available in Login -> ViewData -> Station-Ext Rates Branch System'. An 'Introduction' section explains that the system helps find the shortest distance between stations for coaching and goods traffic. A list of 'Features of the System' includes:

- Calculation of Shortest distance between any two stations over Indian Railways.
- Calculation of Shortest distance between any two stations for the given via stations over Indian Railways.
- All possible Route combinations between any two stations over Indian Railways.
- Generation of local distances of any station to all the stations over a zone.
- Calculation of the distances of any sections where junction stations are given.

 At the bottom, it shows 'Number of Visitors visited: 3560035' and 'Version 7.0.11'. There is also a small image of railway tracks.

FINDING SHORTEST PATH

The screenshot shows the 'SHORTEST PATH' search interface on the Rates Branch System website. It includes a form with the following fields:

- Source:
- Destination:
- GaugeType:
- Use Transshipment:
- Distance For: Coach Goods Route Km

 A 'FIND PATH' button is located next to the Destination field. To the right, there is a 'Station Code Help' section with input fields for Station Name, Station Code, Division Code, and Zone Code. Below the form, it displays 'Number of Routes Generated: 1343246'.

FINDING SHORTEST PATH

Rates Branch System

Home Find Route View Data Login Forum

Shortest Path > Using Via Junction > Multiple Routes > Rational Route > Date Based Route > Build Route > FRS Train > LTR Route

VIEW MAP

SHORTEST PATH - 1. LDH - WFCs
Carrying Capacity: CC+6+2

STATION CODE	STATION NAME	CUMULATIVE DISTANCE	INTER - DISTANCE	GAUGE TYPE	CARRYING CAPACITY
LDH	Ludhiana Jn.	0.0	0		NA
DDL	Dhandari Kalan	7.29	7.29	S	CC+6+2
SNL	Sanehalval	15.11	7.82	S	CC+6+2
CHA	Chawapail	31.75	16.64	S	CC+6+2
SIR	Sirhind Jn.	60.43	28.68	S	CC+6+2
SDY	Sadhoo Garh	68.24	7.81	S	CC+6+2
SBJ	Sarai Banjara	76.4	8.16	S	CC+6+2
RPJ	Rajpura Jn.	85.81	9.41	S	CC+6+2
UMB	Ambala Cantt. Jn.	113.72	27.91	S	CC+6+2
KKDE	Kurukshetra Jn.	155.13	41.41	S	CC+6+2
KUN	Karnal	188.31	33.18	S	CC+6+2
PNP	Panipat Jn.	222.57	34.26	S	CC+6+2
DWNA	Divana	230.78	8.21	S	CC+6+2
BDMJ	Bhodwal Majri	246.2	15.42	S	CC+6+2
SNP	Sonapat	267.72	21.52	S	CC+6+2
NUR	Nawla	284.94	17.22	S	CC+6+2

FINDING RATIONALISED ROUTES

Rates Branch System

Home Find Route View Data Login Forum

Shortest Path > Using Via Junction > Multiple Routes > Rational Route > Date Based Route > Build Route > FRS Train > LTR Route

Rationalized Route : LDH - WFCs
Commodity: FG
Carrying Capacity : CC+6+2
5.1 DLI AREA - 6j

STATION CODE	STATION NAME	CUMULATIVE DISTANCE	INTER - DISTANCE	GAUGE TYPE	CARRYING CAPACITY
LDH	Ludhiana Jn.	0.0	0		NA
DDL	Dhandari Kalan	7.29	7.29	S	CC+6+2
SNL	Sanehalval	15.11	7.82	S	CC+6+2
CHA	Chawapail	31.75	16.64	S	CC+6+2
SIR	Sirhind Jn.	60.43	28.68	S	CC+6+2
SDY	Sadhoo Garh	68.24	7.81	S	CC+6+2
SBJ	Sarai Banjara	76.4	8.16	S	CC+6+2
RPJ	Rajpura Jn.	85.81	9.41	S	CC+6+2
UMB	Ambala Cantt. Jn.	113.72	27.91	S	CC+6+2
KKDE	Kurukshetra Jn.	155.13	41.41	S	CC+6+2
KUN	Karnal	188.31	33.18	S	CC+6+2
PNP	Panipat Jn.	222.57	34.26	S	CC+6+2
DWNA	Divana	230.78	8.21	S	CC+6+2
BDMJ	Bhodwal Majri	246.2	15.42	S	CC+6+2

VIEW DATA ABOUT RAILWAY ZONES

Rates Branch System

Home Find Route View Data Login Forum

Zone > Division > Station > Route > Siding > IC Point > Infation > RationalRoute > Virtual Junction > Distance Tables

Select your Railway by clicking on the ZoneCode....

ZONES IN DATABASE

SNO	ZONE CODE	ZONE NAME	VALID FROM	VALID UPTO
1	ECOR	EAST COAST RAILWAY	1-1-2008	31-12-2999
2	ER	EASTERN RAILWAY	1-1-2008	31-12-2999
3	KRCL	KONKAN RAILWAY	1-1-2008	31-12-2999
4	NCR	NORTH CENTRAL RAILWAY	1-1-2008	31-12-2999
5	NER	NORTH EASTERN RAILWAY	1-1-2008	31-12-2999
6	NFR	NORTH FRONTIER RAILWAY	1-1-2008	31-12-2999
7	NR	NORTHERN RAILWAY	1-1-2008	31-12-2999
8	NWR	NORTH WESTERN RAILWAY	1-1-2008	31-12-2999
9	PR	PAKISTAN RAILWAY	1-1-2008	31-12-2999
10	SECR	SOUTHEAST CENTRAL RAILWAY	1-1-2008	31-12-2999

CHAPTER -6

e-DEMAND REGISTRATION*

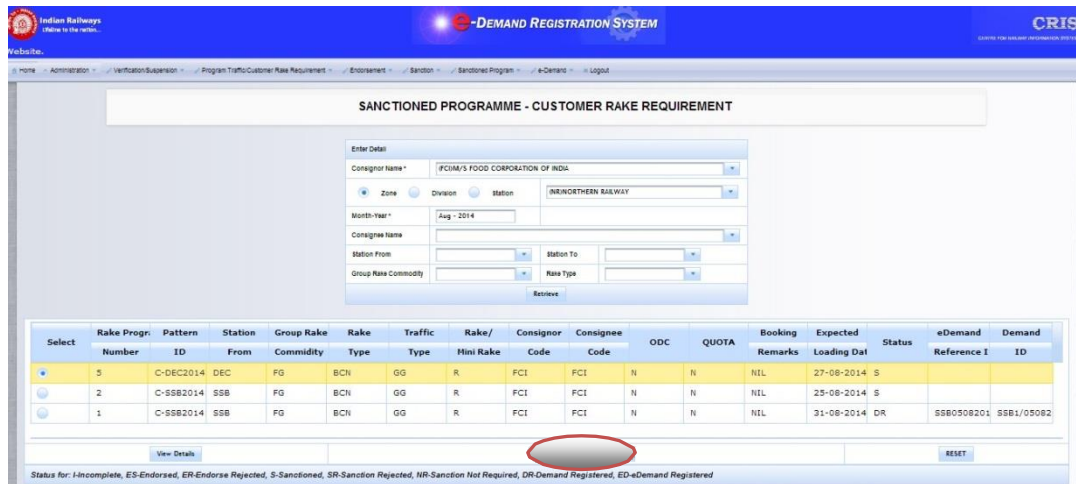
USER GUIDELINES

Steps to follow for registration of e-Demand:

1. e-Demand should be registered by the Consignor/Sponsor
2. For registration of e-Demand, Rake CRR should be sanctioned by the Railway Authority first
3. e-Demand are registered by selecting individual sanctioned Rake CRR
4. In Sanctioned Programme menu, select Customer Rake Requirement' sub menu

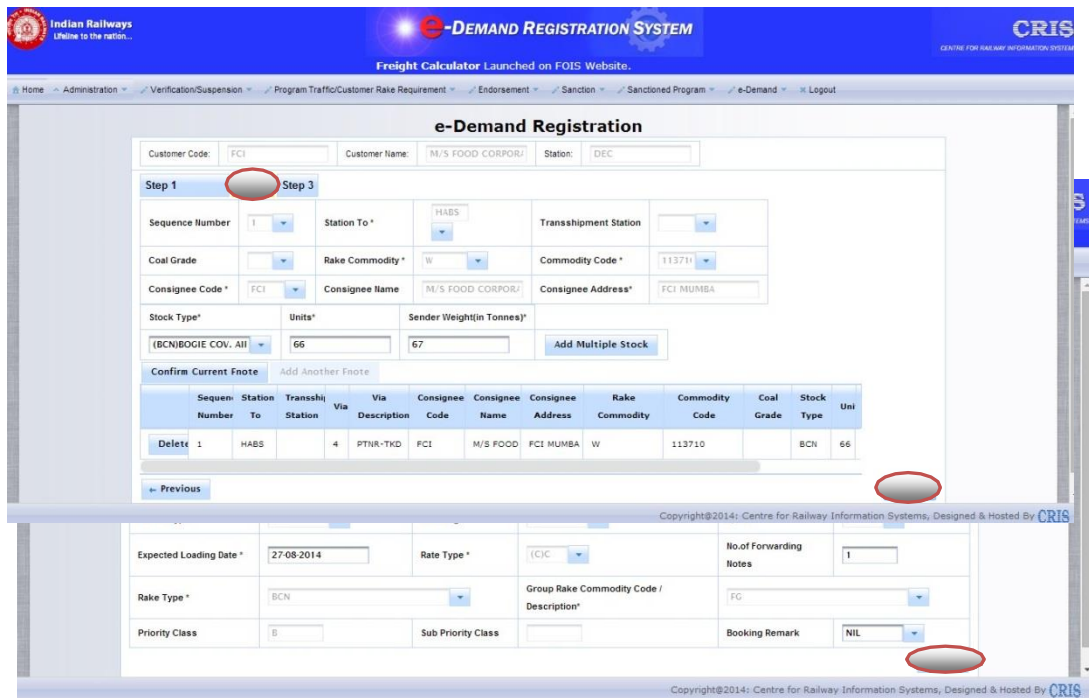


5. In Sanctioned Programme screen, enter the filters to fetch the desired sanctioned Rake CRR
6. If either of eDemand Reference Id or Demand Id is shown, it means that demand has been already registered against this Rake CRR
7. Select the sanctioned Rake CRR for which e-Demand is to be registered
8. Click on 'E-Demand Registration' button



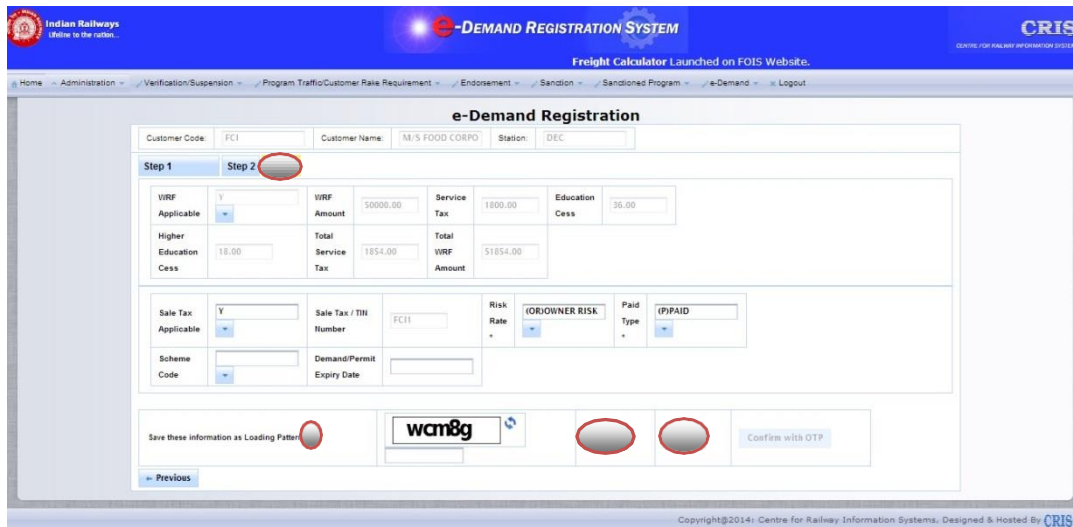
- 9. E-Demand registration is a three step process
- 10. In Step-1, enter the following details and click on Next button

- ✓
- ✓
- ✓



- 11. In Step-2 stock details are shown, click Next to proceed to Step-3

12. In Step-3, the WRF details are shown, depending on its applicability



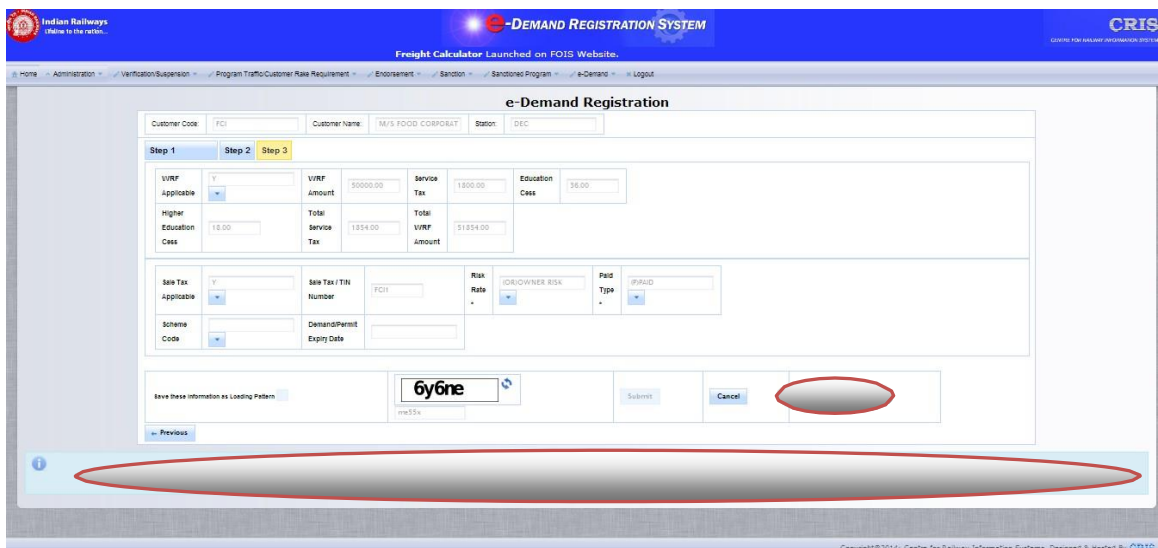
13. Enter the following details in this step

- ✓ Sales Tax Applicable Flag (Y/N)
- ✓ Risk Rate
- ✓ Paid Type
- ✓ Scheme code (optional)
- ✓ Demand Expiry Date (optional)

14. Option to save loading pattern is also provided here

15. Enter correct Captcha code and click on Submit

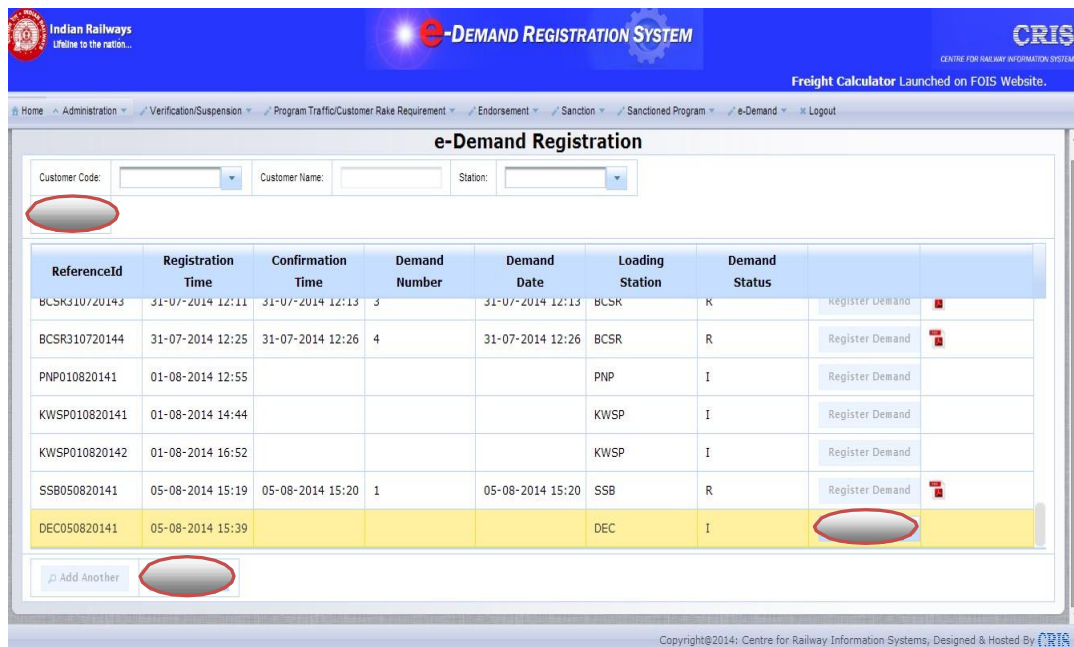
16. System generates a OTP and sends it to the registered phone and email id of the user for verification purpose



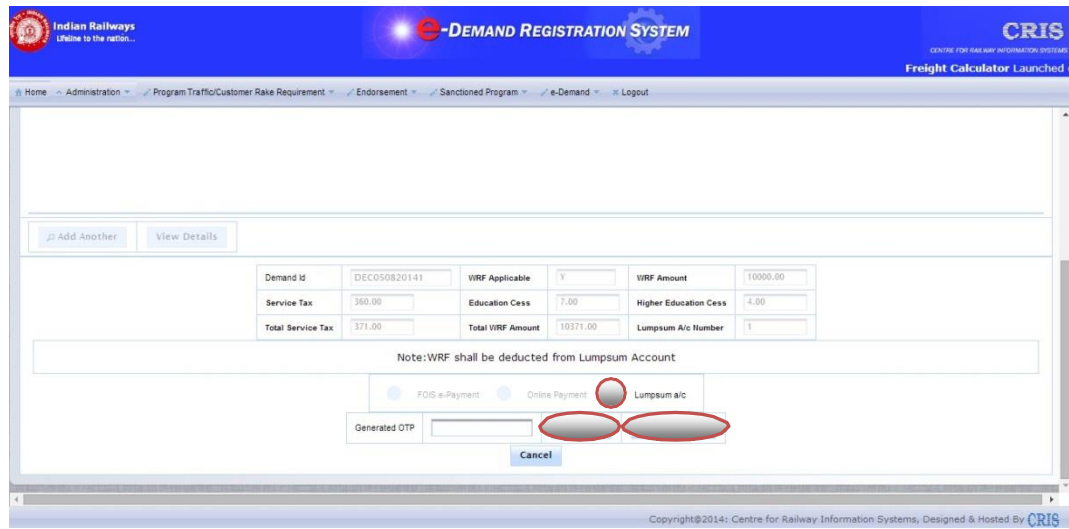
17. In e-Demand menu, go to Registration submenu



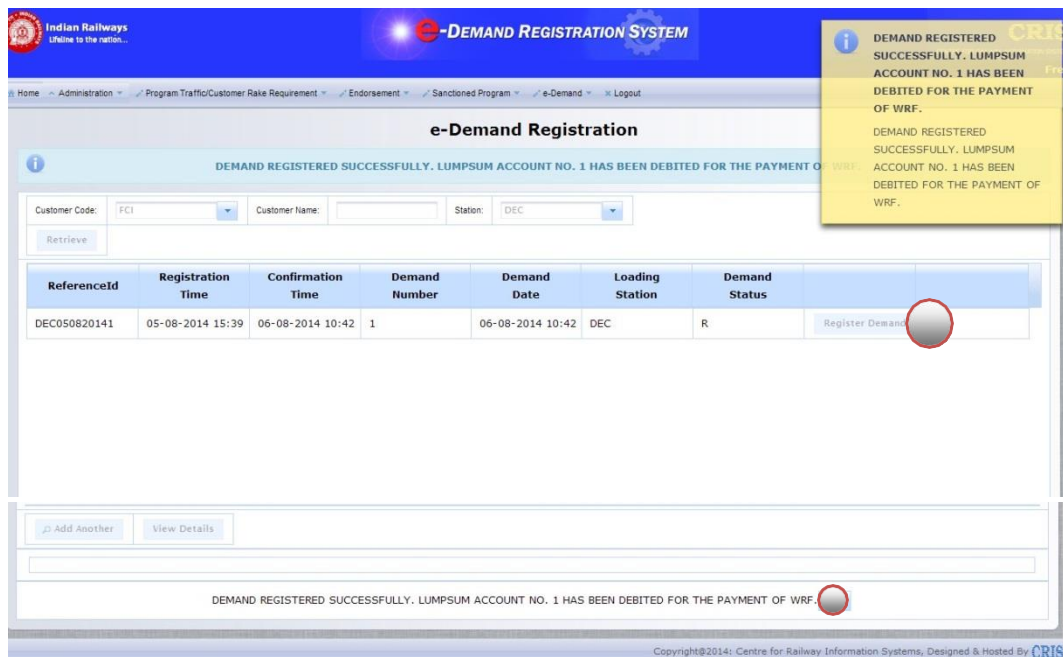
18. Click on Retrieve to see e-Demands



19. On click of 'Register Demand', you will get this screen



20. Select the available option for payment of Wagon Registration Fee
21. In case not received the OTP for verification, Click on 'Generate OTP' button to receive security code on your registered mobile number
22. Enter the received OTP and click on 'Register' for completion of e-Demand Registration process



23. The demand registration successful message will appear
24. Click the OK button, to enable row selection
25. In order to view the pdf of confirmation slip for selected demand, select the row and then click the pdf icon in front

26. The confirmation slip obtained for registered e-Demand is required to be signed and furnished to the goods clerk before loading of consignment

e-Demand Confirmation Slip

Demand Detail			
e-Demand Reference Id:	DEC050820141	Registration Time:	05-08-2014 15:39
Confirmation Time:	06-08-2014 10:42	Demand Number:	1
Demand Date:	06-08-2014 10:42	Consignor Code:	FCI
Consignor Name:	M/S FOOD CORPORATION OF INDIA	Consignor Address:	FCI DELHI
Station From:	DEC (DELHI CANTT)		
No. of Forwarding Notes:	1	Forwarding Note No.:	1
Priority Class:	B	Priority No.:	1
Demand Stock:	BCN	Total Units:	66
Demand Commodity:	FG (FOOD GRAIN)		
Weight (In Tonnes):	67		
WRF Applicable:	Y	WRF Amount:	50000
Service Tax:	360	Education Cess:	7
Higher Education Cess:	4	Gross Amount:	10371

Payment Detail

WRF PAID THROUGH LUMP SUM A/C NO. 1, TRANSACTION TIME 06-08-2014 10:42 FOR AMOUNT 10371

Sign: _____
 Name: _____

Note: Railway users shall confirm the detail of Forwarding Note(s) from FOIS System

27. Select the e-Demand and click View Details to get the Demand details

Indian Railways
Shakti to the nation
e-DEMAND REGISTRATION SYSTEM
Control the e-Demand

Freight Calculator Launched on FOIS Website.

Home - Administration - Program Traffic/Customer/Rate Requirement - Encroachment - Sanctioned Program - e-Demand - Logout

View Registered e-Demand

e-Demand Reference Id	DEC050820141	Registration Time	05-08-2014 15:39	Demand Date/Time	06-08-2014 10:42
Confirmation Date/Time	06-08-2014 10:42	Demand Number	1	ORR Id	2NRFC0030145
Pin Id		Rail/Inn Rate/Phase/Net	R	Station From Alpha Code	DEC
Consignor Code	FCI	Consignor Name	M/S FOOD CORPORATION OF INDIA	Consignor Address	FCI DELHI
Traffic Type	CC	Priority Class	B	Sub Priority Class	
DDC Flag	N	Goods	N	Expiry Date	17-08-2014
No. of WRF	1	Rate Type	C		
Group Rate Commodity Code / Description	FC	Rate Type Code / Description	BCN		

Forwarding no Number	Priority Number	Destination	Transshipment Station	Via	Via Description	Consignee Code	Consignee Name	Consignee Address	Rate Commodity	Commodity Code
1	1	HABS		4	PTNR-TKD	FCI	M/S FOOD COF	FCI MUMBA	W	113710

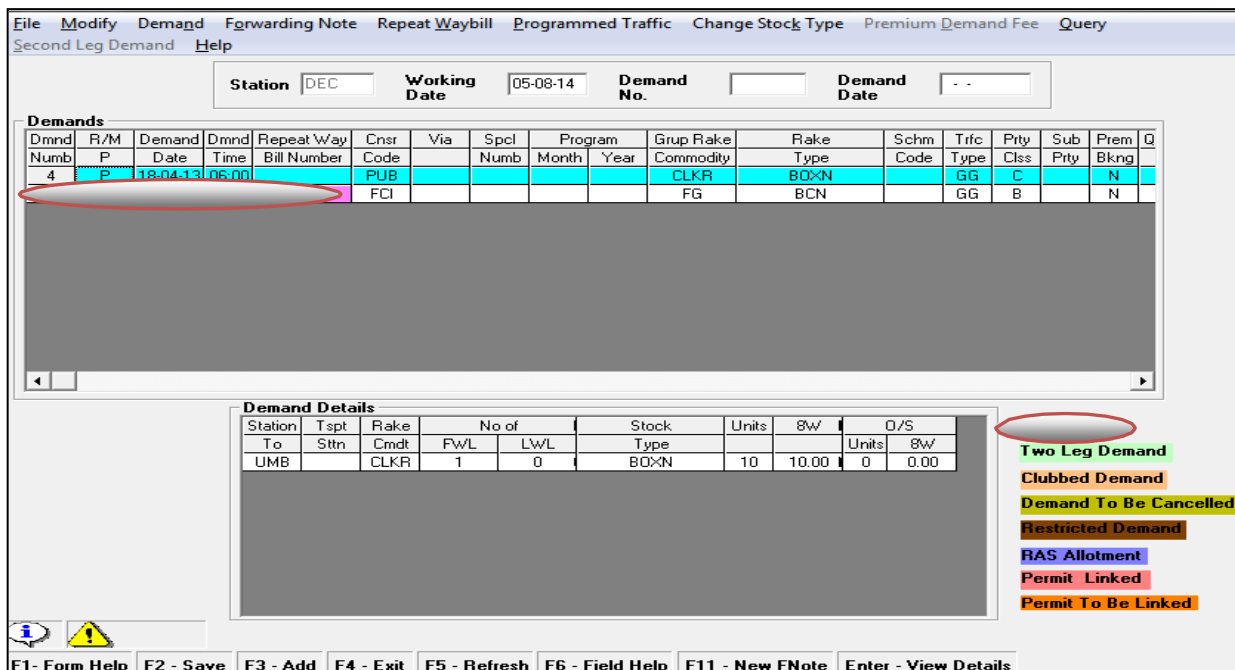
Risk Rate	OK	Paid Type	P	Rate Tax Applicable	N
Rate Tax / TR Number	FCI	Quotient Remains (P. Amt)			
Scheme Code		Demand/Permit Expiry Date	05-08-2014 00:00		

WRF Applicable	Y	WRF Amount	10000.00	Service Tax	360.00
Education Cess	7.00	Higher Education Cess	4.00	Total Service Tax	371.00

Payment Mode	LUMP SUM A/C	Lumpsum A/C Number	1	Money Receipt Number	1
--------------	--------------	--------------------	---	----------------------	---

Money Received Date	06-08-2014 00:00	Payment details	WRF PAID THROUGH LUMP SUM A/C NO. 1, TRANSACTION TIME 06-08-2014 10:42 FOR AMOUNT 10371
---------------------	------------------	-----------------	-----------------------------------------------------------------------------------------

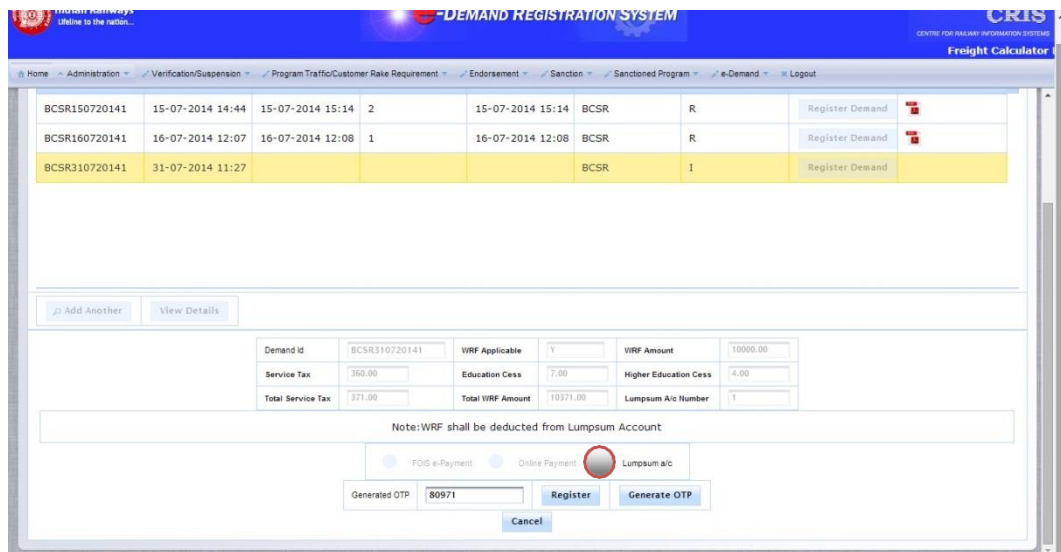
28. E-Demand thus registered is also visible in TMS screen, highlighted by a separate colour



B. WRF COLLECTION

- There are four options available for WRF for e-Demand Registration
 - ✓ WRF not applicable (waived)
 - ✓ WRF collection through Lumpsum Account
 - ✓ WRF collection through IRCTC payment gateway
 - ✓ WRF collection through epayment task (to be released later)

- For WRF collection through Lumpsum Account, customer should have Lumpsum account available at booking station
 - ✓ Ensure there is sufficient balance in the Lumpsum account before proceeding for demand registration

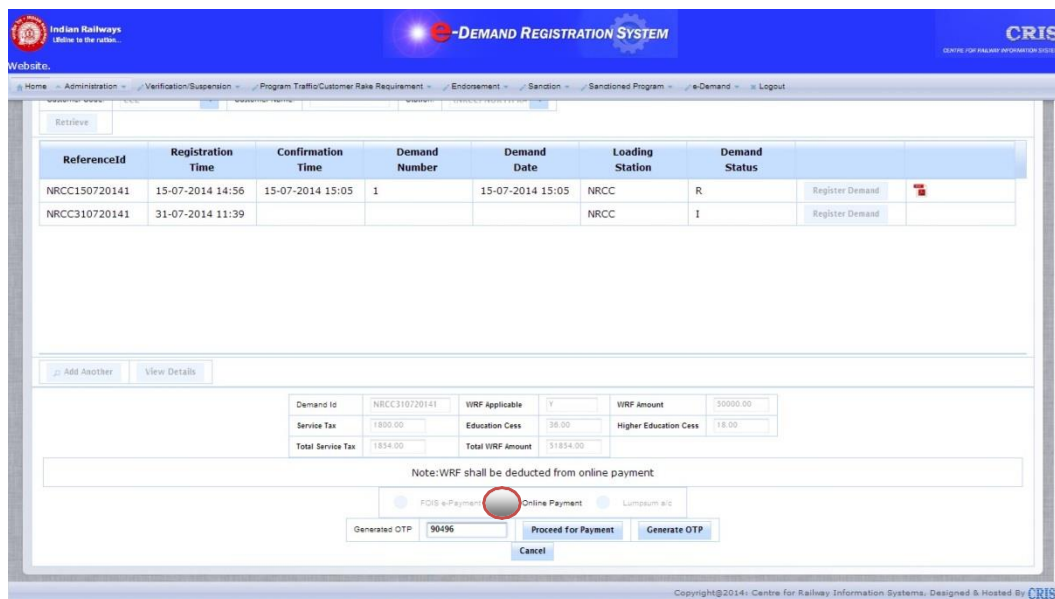


3. Confirmation slip is generated by the system after registration of demand and payment of WRF through Lumpsum Account of customer
4. This information is also received in PDF format in the email-id of the user
5. The confirmation slip obtained for registered e-Demand is required to be signed and furnished to the goods clerk before loading of consignment

e-Demand Confirmation Slip

Demand Detail			
e-Demand Reference Id:	BCSR310720141	Registration Time:	31-07-2014 11:27
Confirmation Time:	31-07-2014 11:30	Demand Number:	1
Demand Date:	31-07-2014 11:30	Consignor Code:	CCL
Consignor Name:	M/S CENTRAL COAL FIELD LTD.	Consignor Address:	BACHRA
Station From:	BCSR (BACHRA SDG AT RAY)		
No. of Forwarding Notes:	1	Forwarding Note No.:	4
Priority Class:	C	Priority No.:	4
Demanded Stock:	BOXN	Total Units:	59
Demanded Commodity:	COAL (COAL)		
Weight (In Tonnes):	4000		
WRF Applicable:	Y	WRF Amount:	10000
Service Tax:	360	Education Cess:	7
Higher Education Cess:	4	Gross Amount:	10371
Payment Detail			
Sign: _____ Name: _____			
Note: Railway users shall confirm the detail of Forwarding Note(s) from FOIS System			

6. For WRF collection through online payment



7. Similar Confirmation slip after registration of demand and payment of WRF through online payment will be obtained. The slip indicates payment details

8. The confirmation slip obtained for registered e-Demand is required to be signed and furnished to the goods clerk before loading of consignment

CHAPTER -7

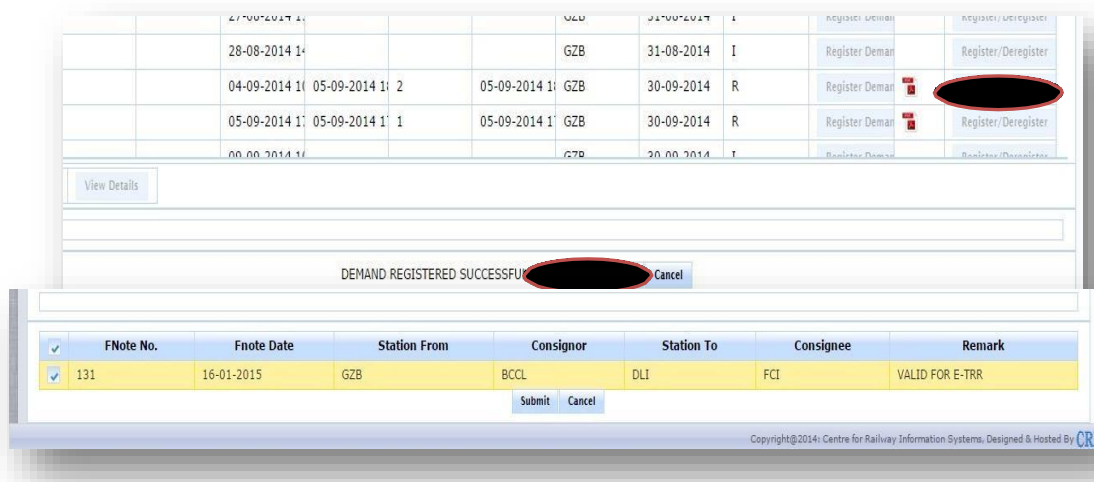
e-TRANSMISSION OF RAILWAY RECEIPT*

Contents

- How To Register for electronic RR?
- How to View Electronic RR Details?
- How to Transfer electronic RR?
- How to surrender electronic RR?
- How to take delivery of goods through Transaction Slip?
- How to take delivery of goods through Transaction Slip?

How To Register for electronic RR?

1. User, after registering e-Demand through e-Demand Module shall be prompted to Opt for eT-RR.
2. Alternately, for demands already registered in system and RR generation awaited, through e-RD Module, user can opt for eT-RR through 'Register/Deregister' button provided on e-Demand registration screen against each e-Demand.



3. On opting for eT-RR, list of Forwarding Notes (for the selected Demand) valid to be registered fulfilling criteria for eT-RR shall be displayed to user.
4. User can only opt for eT-RR if all the forwarding notes for the selected demand fulfil the criteria for generation of eT-RR (As detailed by Railway Board).
5. The user shall have option to opt out for generation of eT-RR till the RR for same has not been generated by the Goods Clerk through FOIS/TMS.

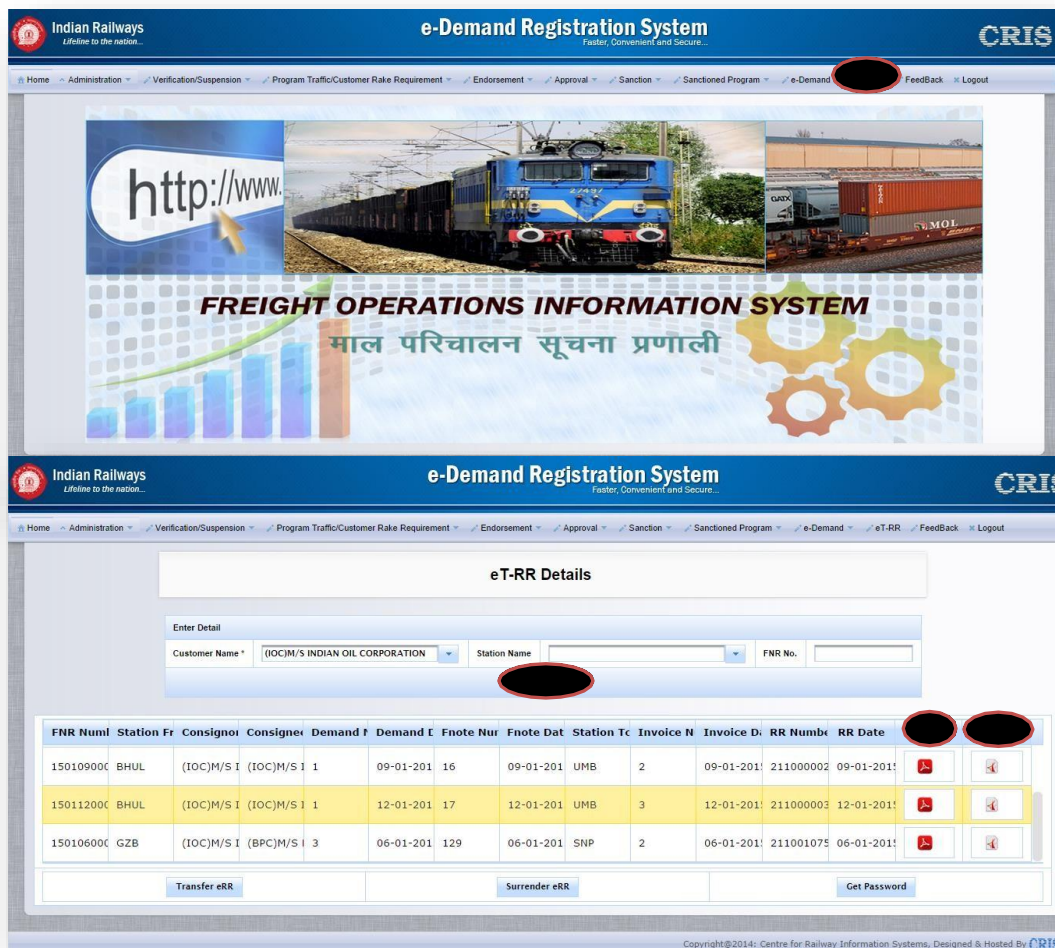
6. Once all the commercial formalities have been completed by Goods Clerk at forwarding location, an electronic RR document shall be generated by FOIS system. The document shall be in form of a pdf and same shall be secured with the password. Details of password shall be shared through e-mail on the registered e-mail of the person who had confirmed the e-Demand in the System.

7. No printout of the RR on the Pre-printed Stationery shall be handed over to consignor for all such consignment for which customer has opted for eT-RR.

How to View Electronic RR Details?

The electronic-RR , in PDF Format and password to open same, generated by the System shall be sent to the User’s registered email as an attachment. Intimation shall also be sent on the registered Mobile Number of the User.

User shall have additional facility to view and transact on the eT-RR through menu option (eT- RR) now available on home screen of e-Demand module. eT-RRs can be viewed by all the authorized users for an Organization and forwarding/ destined location (as the case be). However, any further transaction on the eT-RR (Transfer/Surrender) can only be done by the current owner of the eT-RR.



- In eT-RR Details screen, user can view all the registered eT-RRs based on filters provided:
 - Customer Name: In this mandatory field, Customer's Organization is to be selected from the given list.
 - Station Name: User can select station from in this field, if he wants to view eTRR of particular station (Source/Destination).
 - FNR No.: User can filter details for a particular FNR
- After applying desired filters, user shall retrieve the list of eT-RR(s).
- User can click on pdf icon, under eT-RR column, to view the eT-RR Document.
- User shall now be prompted to key-in the password to view the RR details.
- After entering the password, RR document is now viewable in the A4 size format as depicted below:

Railway Receipt					
RR No: 251003563 RR Date: 12-07-2017 FNR: 17071204828 Station From: HPLG Station To: MRJ					
Commodity Description: PETROL (MOTOR SPIRIT) (RAKE DEMAND)					
TYPE:	PAID	LOCAL			
FORM:	COM.G. 23	TAX INVOICE NUMBER:	9917072713180029		
INVC NO:	59	INVC DATE:	12-07-2017	CHRG DIST:	298
FNOT NO:	204	FNOT DATE:	10-07-2017	HOLD BY:	P
ZONE CODE:	1	TRFC TYPE:	GG	RATE TYPE:	C
GAUGE CODE:	1	WAGON 8WH:	15	WGHT UNIT:	T
RISK RATE:	RR	CLASS:	180	RATE:	550.8
TOTL CHRG WT:	712.8			TW LOAD:	T
CHARGED VIA:	GPR			DELIVERY	BOOK/FOLIO
INVC AT:		WGHD AT:		NO:	
PUNITIVE CHARGE FOR OVERLOADING:					
CLASS:		CLASS:			
RATE:		RATE:			
FROM STATION /SIDING:	HPC OIL TERMINAL SIDING, LONI, 27-MAHARASHTRA		CODE:	HPLG	01427156
TO STATION /SIDING:	MIRAJ, JN MAHARASHTRA				
SENDER'S NAME:	M/S HINDUSTAN PETROLEUM CORPORATION				
ADDRESS:	HPLG, 27-MAHARASHTRA		GSTIN:	27AAACH1118B1ZC	
CHRG NAME:	M/S INDIAN OIL CORPORATION		CODE:	IOC	
ADDRESS:	IOCL MIRAJ, 27-MAHARASHTRA		GSTIN:	27AA1216001068L	
DESCRIPTION OF GOOD			WEIGHTMENT PARTICULARS		
CMDT CODE:	2813961		SENDER WGHT:	712.8	
NO OF ARTICLES:	0		ACTL WGHT:	0	
PKCG CODE:	1		CHBL WGHT AT NORM:	712.8	
PVT MARK:	N		RATE:		
FREIGHT:	Rs 392610.24/-		OVER WT. CHBL AT PUN	0	
			RATE:		
OTHER CHRG	REBATE	PAID ON CHRG	UNDER CHRG	OVER CHRG	
CODE	AMNT(Rs)	CODE	AMNT(Rs)	CODE	AMNT(Rs)
DS	19630.51				
SGST	20612				
TOTAL FREIGHT:	Rs 432853/-				
FOR RMC:					
ALLOCATION AND OTHER DETAILS					
ACCOUNT HEAD:					
DEPT. TO BE DEBITED:					
A. OFFICER:					
COMMODITY DESCRIPTION: PETROL (MOTOR SPIRIT) (RAKE DEMAND)					
* GST PARTICULARS:					
GSTIN OF CUSTOMER : 27AAACH1118B1ZC FOR 27-MAHARASHTRA					
GSTIN OF GM/CR : 27AAAGM0289CA19 FOR 27-MAHARASHTRA#GST AMOUNT RS.20612 (CGST + SGST @ 5% = RS.20612#TYPE:TRANSPORTATION OF GOODS BY RAIL CODE:996512#EXEMPTION : RC 19 OF 2017 DT: 30.06.2017#					
REMARKS:					
QLED RMRK: WAGON JOINTLY EXAMINED, FOUND FIT & WATERTIGHT.#TRAIN LOAD CONDITIONS COMPLIED WITH.#WAGON JOINTLY SEALED.#DIP MEASUREMENT#MEASUREMENT NOT WITNESSED BY RAILWAY STAFF.#SENDER'S WEIGHT ACCEPTED.#CONDITION OF CONTENTS NOT CHECKED BY RLY. STAFF#SAID TO CONTAIN# # CLUBBED WITH INVOICE NUMBERS 59 TO 60 FOR MRJ AND BENEFIT OF TRAIN LOAD RATE GRANTED. # DESTINATION TO ENSURE COLLECTION OF UNDER CHARGES IF DUE ON ACCOUNT OF NON LOADING OF OTHER DEMANDS / FNOTS. #TLOAD CONDITION FULFILLED.DEFAULT# NOT FOR SALE. #					
PAYMENT MODE:					
Credited to FA & CAO/ICR under Bank txnId :IKC6428366 on: 12-07-2017 13:52; Prty- HPC; LC A/C- 0506813B0000551, LC valid from- 30-03-2017, LC valid to- 31-03-2018, STATE BANK OF INDIA, 09062; Rly- 0000030285604822, STATE BANK OF INDIA, 00300.					
DISCLAIMER: This is a system generated document and copy of the same may be printed for the purpose of record and not for any other purpose.					
Document prepared by: KAKHANKA KHAN on IP address: 10.153.159.10			Page 1 of 2		
at 12-07-2017 13:50 from HPC OIL TERMINAL SIDING, LONI					

Railway Receipt														
RR No: 251003563 RR Date: 12-07-2017 FNR: 17071204828 Station From: HPLG Station To: MRJ														
Commodity Description: PETROL (MOTOR SPIRIT) (RAKE DEMAND)														
WAGON DETAILS OF THE RR														
SR NO	OWN RLY	TYPE	WAGON NUMB	CC (T)	TARE (T)	NO OF ART	CMDT CODE	GRSS WT(T)	DIP MSMT D.MN	WT(T)	ACTL WT(T)	PRM CC TON	OVER WEIGHT(T) TOTL	CHBL WT(T)
1	NR	BTFN	85494	4	47.5	25	0 2813961	72.54		0	47.54	47.54	0	0
2	NR	BTFN	90000	4	47.5	27	0 2813961	74.54		0	47.54	47.54	0	0
3	WR	BTFN	907115	4	47.5	25	0 2813961	72.54		0	47.54	47.54	0	0
4	NR	BTFN	90103	4	47.5	27	0 2813961	74.54		0	47.54	47.54	0	0
5	WC	BTFN	401005346	2	47.4	25	0 2813961	72.42		0	47.42	47.42	0	0
6	NC	BTFN	401300274	4	47.5	27	0 2813961	74.54		0	47.54	47.54	0	0
7	NW	BTFN	401100504	4	47.4	27	0			0	47.44	47.44	0	0
8	SBC		40110115	4	47.5	27	0			0	47.74	47.74	0	0
9	SBC		401101054	4	47.5	27	0			0	47.23	47.23	0	0
10	SBC		401311446	4	47.5	25	0 2813961	72.57		0	47.57	47.57	0	0
11	NR	BTFN	100094	4	47.5	26	0 2813961	73.54		0	47.54	47.54	0	0
12	SBC	BTFN	401411528	4	47.6	25	0 2813961	72.6		0	47.6	47.6	0	0
13	NW	BTFN	401106472	4	47.4	26.2	0 2813961	73.07		0	47.47	47.47	0	0
14	EC	BTFN	401000517	4	47.5	27	0 2813961	74.54		0	47.54	47.54	0	0
15	NW	BTFN	401100723	4	47.5	27	0 2813961	74.54		0	47.54	47.54	0	0
TOTAL:						0		1108.96		0.0	712.78	712.78	0.0	0.0

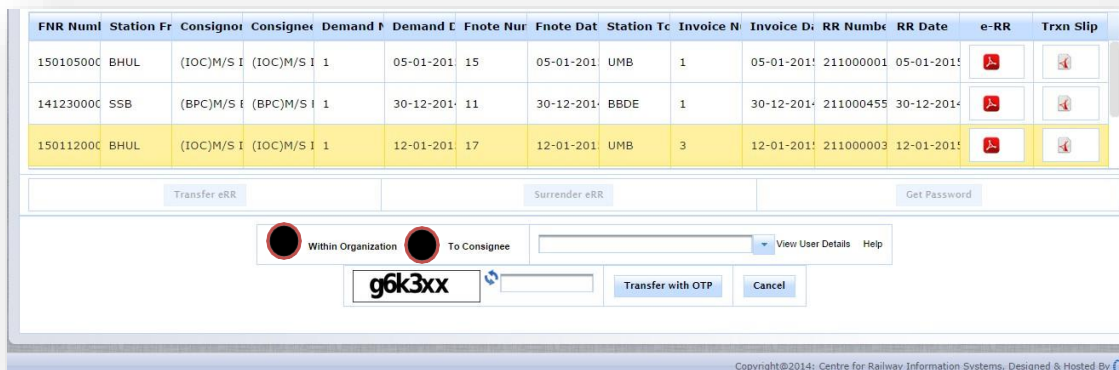
DISCLAIMER: This is a system generated document and copy of the same may be printed for the purpose of record and not for any other purpose.

How to Transfer electronic RR?

1. User shall retrieve the eT-RR details using various filters (as explained above) through the e-Demand module.

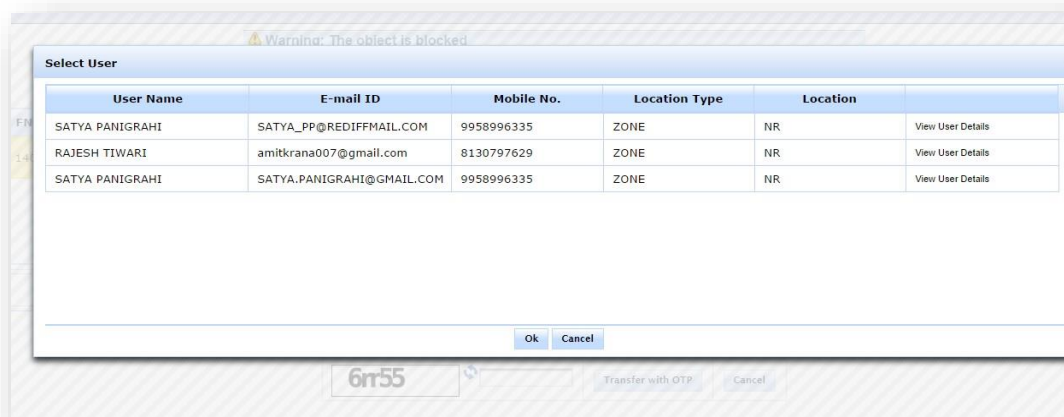


2. The owner (authorized Consignor/Consignee) of the eT-RR, shall have additional facility to transfer the eT-RR to any registered user (within e-Demand Module) of owner organization or transfer to any one registered user (within e-DemandModule) of consignee organization (in case eT-RR is currently owner by consignor).



3. User should select the eT-RR to be transferred and opt for “Transfer eT-RR”
4. User shall be prompted for additional inputs

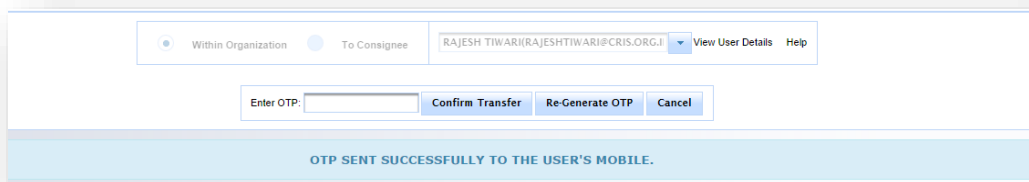
- Within organization
 - To Consignee (valid only in case the eT-RR is currently owned by consignor)
5. User should key in the userid (email-id) of the person to whom the eT-RR needs to be transferred. An additional help to search and select the userid/email-id is also provided through “Help”. On pressing 'Help' button, a new screen will pop up showing the list of registered users of same organization and location(either same station or its division or its zone).



- From this list any of the desired users can be selected. The details of any user can also be viewed by clicking link on 'View User Details' in last column.
- After selecting the row, click on 'OK' button
- The popup screen will disappear and selected user's registered id will come in the new user field of base screen

6. Enter the Captcha code and click on 'Transfer with OTP'.

7. An OTP will be sent to the registered mobile number of the eT-RR's owner



Enter the received OTP and click on 'Confirm Transfer'

8. Alternatively, a new OTP may also be generated by pressing 'Re-Generate OTP' button, if the original one is not received

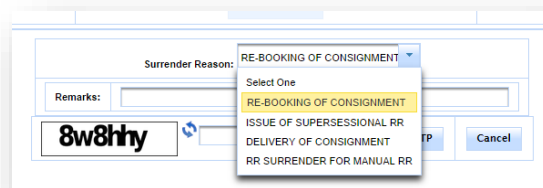
- This OTP is valid for 15 minutes.
- The transfer process is synchronous/single transaction i.e. user cannot leave the transaction and revisit the page for transfer eT-RR later.
- An email/SMS will be sent to owner on his/her registered email and mobile number as confirmation of transfer.
- The new owner will get email with RR document as attachment and its password as SMS on his/her registered email and mobile number.

How to surrender electronic RR?

1. User shall retrieve the eT-RR details using various filters (as explained above) through the e-Demand module.
2. The owner (authorized Consignor/Consignee) of the eT-RR, shall have additional facility to surrender the eT-RR to Railways.
 - In case, the current owner of eT-RR is consignor, user shall have to select one of the reasons for Surrender of eT-RR
 - ✓ Issue of Supersessional RR
 - In case, the current owner of eT-RR is consignee, user shall have to select one of the reasons for Surrender of eT-RR
 - ✓ Issue of Supersessional RR
 - ✓ Delivery of Consignment
 - ✓ Re-booking of Consignment



- The user has to specify the surrender reason from the given list



3. In case surrender of eT-RR is for the purpose of “Delivery of Consignment” user shall intimate the system for the nominated person who shall be responsible for taking physical delivery of goods at destination. User shall either select “SELF” (in case delivery is being taken by user himself) or “Authorized Person” (in case user needs to authorize any third person for taking delivery of goods) option as the case be.

Surrender Reason: DELIVERY OF CONSIGNMENT	
Physical Delivery of Goods to:	
<input checked="" type="radio"/> Self	<input type="radio"/> Authorized Person
Name: *	BRIJLAL SHARMA
ID Card Type: Select One	ID Card Number:


- If Self option is selected, the owner name will be displayed in the name field itself
 - If “Authorized Person” option is selected, user needs to specify the name of the authorized person, his identity card type which could be ID Card, AADHAAR Card, PAN Card, Passport, Driving License and corresponding identity card's number
 - This authorization detail will be verified by the goods clerk at the time of delivery
4. In case surrender of eT-RR is for any other purpose other than “Delivery of Consignment” user shall have option to fill in the remarks (if any).
5. Enter the Captcha Code and click on 'Surrender with OTP' button.
6. An OTP will be sent to the registered mobile number of the eT-RR's owner

Surrender Reason: DELIVERY OF CONSIGNMENT	
Physical Delivery of Goods to:	
<input checked="" type="radio"/> Self	<input type="radio"/> Authorized Person
Name: *	BRIJLAL SHARMA
ID Card Type: Select One	ID Card Number:
Enter OTP:	<input type="text"/>
<input type="button" value="Confirm Surrender"/>	<input type="button" value="Re-Generate OTP"/> <input type="button" value="Cancel"/>
OTP SENT SUCCESSFULLY TO THE USER'S MOBILE.	

7. Enter the OTP and click on 'Confirm Surrender'
- Alternatively, a new OTP can also be generated by pressing 'Re-Generate OTP' button, if the original one is not received.

8. A e-surrender transaction slip is generated when user surrenders the RR to Indian Railway

9. This e-surrender transaction slip shall be mailed to the RR's owner on his/her registered email and an SMS intimating this surrender will be sent to his registered mobile number




Freight Operations Information System
 e-Surrender Transaction Slip for FNR No :15012300109
 For : Printing of RR

e-Surrender Transaction Slip Details	
Transaction ID	TX-1501290003
RR Number	211001085
RR Date	23-01-2015
Loading Station	GZB(GHAZIABAD JN.)
Delivery Station	UMB(AMBALA CANT JN.)
Surrender By	BRJULAL SHARMA
Surrender Date/Time	29-01-2015 12:20

Note: Please carry a valid ID Proof and print of Electronic RR along with the printout of this transaction slip (in duplicate).

Authority Data		
Authorized Person (SELF)	ID Type -N/A-	ID Number -N/A-



Customer Signature _____

Date: _____

Remarks By Goods Clerk (If Any) :

(Stamp and Authorised Sign)

10. User shall have option to view and print the e-surrender transaction slip from eTRR menu option in E-Demand module till the time same is not acknowledged in FOIS/TMS application.

How to take delivery of goods through Transaction Slip?

1. Authorized user shall surrender the eT-RR to Indian Railways selecting the reason “DELIVERY OF GOODS”. An e-surrender transaction slip corresponding to the surrender shall be generated through system and shared with the authorized user through mail and SMS notification for same shall be received by user. (Process explained above)
2. Users shall log into e-Demand module and view the e-surrender slip. User shall need to check the details on the e-Surrender transaction slip and take printout of the same. User also needs to take a printout of the electronically shared RR details (A4 size PDF Format).
3. User needs to carry both the documents (in duplicate) to the concerned location (delivery location).

How to surrender eT-RR for issue of Supersessional RR and Re-booking of Consignment?

1. Authorized user shall surrender the eT-RR to Indian Railways selecting the reason “REBOOKING OF CONSIGNMENT” / “ISSUE OF SUPERSESSONAL RR”. An e- surrender transaction slip corresponding to the surrender shall be generated through system and shared with the authorized user through mail and SMS notification for same shall be received by user. (Process explained above)
2. Users shall log into e-Demand module and view the e-surrender slip. User shall need to check the details on the e-Surrender transaction slip and take printout of the same. User also needs to take a printout of the electronically shared RR details (A4 size PDF Format).
3. User needs to carry both the documents (in duplicate) to the concerned location.

*Source : Contents available for public viewing in the official Websites of Indian Railways.

CHAPTER -8

RAILWAY CLAIMS

Claims against the Railway arise due to different circumstances e.g. loss or damage to goods in transit, refund of excess freight paid or excess wharfage and demurrage paid.

Nature of Compensation Claims:

Compensation claims against the Railway in respect of consignments entrusted to the Railway for transport would normally be of the following type:

1. Shortage of entire bags or packages.
2. Shortage from bags or packages which are found slack cut or torn, and
3. Damage due to wet or fire.

The position in regard to each such type of compensation claims is as follows:

Shortage of entire bags-under clear railway receipts

So long as the railway receipt issued by the Railway is clear and specifies the number of bags loaded in a wagon, the claim in respect of shortage of complete bags is a tenable claim and the railway administration would accept full responsibility for it. In case of FCI, 'said-to-contain' railway receipt is issued.

Shortage of entire bags-under 'said-to-contain' railway receipts.

In case of a 'said-to-contain' railway receipt, the Railway would be within its right to repudiate claims for the loss of complete bags, if the seal of the wagon is found intact. However, in case of broken seal, the claim of full bag shortage is tenable claim.

Partial shortages

Partial shortage implies that the contents received were short in weight with bags being found cut or torn or that pilferage had taken place from the bags even though the number of bags delivered at the destination may be

correct. The settlement of claims in this category depends on a variety of factors e.g. the nature of remarks made on the railway receipt particularly in respect of packing condition, provision of dunnage, location of defective bags in the wagon, the condition of wagon, whether there was a panel cut on the wagon body etc.

Damage by Wet

If the railway receipt bears the remark that the contents were in wet condition at the time of loading, the claim would naturally be repudiated. However, if the railway receipt does not bear any such adverse remark, the claim is tenable provided the damaged bags are not found near the wagon doors and the damage cannot be attributed directly to non-provisions of dunnage. It may be noted here that the FCI has been granted exemption from compliance of provision of dunnage on the express condition that no claims would be made for damage to the consignment in bags lying next to the wagon doors.

In case of partially damaged consignment, the claim should be lodged for the entire affected quantity.

Claims of Refund-of excess freight paid

Claims for refund of freight arise when the FCI has paid to the Railway in excess of what was actually due like railway has delivered the contents at the goods shed/siding which is short of distance of originally booked destination due to some operational problem or erroneous calculation of freight by the railway staff in preparing the railway receipt or double payment freight or wrong classification.

Claims of Refund of excess demurrage/wharfage paid

There may be cases where excess demurrage or wharfage is paid to the railway on account of erroneous calculation. On the other occasions, after the demurrage has been paid, the competent railway authority on considering the relevant circumstances may agree to waive the demurrage/wharfage. In such cases refund of demurrage/wharfage becomes due and claim has to be lodged.

Refund claims are generally simple and if the relevant documents have been correctly filed, these are found tenable and are accepted by the railway administration.

Lodging of claim

Under the railway rules, a claim for compensation can be lodged against the booking railway, the destination railway or the railway over which the loss occurred. However, claims for compensation are normally dealt with by the Railway on which the destination station lies and hence correspondence in such cases should be made with the Chief Claims Manager of the Railway controlling the destination station.

Claims for refund of freight should be lodged with the Chief Commercial Manager (Refunds) of the Railway on which the original destination is situated.

It is important to note that claims must be lodged Railway Receipt wise immediately after the cause for claims has arisen but not later than six months from the date of booking in prescribed format and acknowledgement issued by railway, having accepted, to be preserved till claim is settled by railway. Claims filed after the expiry of this time limit cease to have validity under the law and this delay is not condoned under any circumstances.

Basis for the value of compensation claims

The rates for the different varieties of foodgrains on the basis of which the value of claims is calculated are circulated by the Head Office from time to time. It is necessary to ensure that the amount of claim has been worked out accurately and is neither inflated nor at a rate less than prevailing claimable rate.

Repudiation of claims by Railway

The claims lodged by the FCI are examined by the claims settling authorities in the Railway claims office and disposed of on the merits of each case. The claims considered untenable on examination are repudiated by the Railway whereas those held tenable are settled by payment. Some claims are on examination found to be partially tenable.

Some factors which have material significance in determining the liability of the Railway are enumerated below:

(i) 'Said to contain' Railway Receipts

Where a 'said to contain' railway receipt has been issued in respect of the number of bags loaded, the Railway would be within its right to repudiate a claim for the number of bags received short. However, even in the case of 'said to contain' railway receipt, as long as the loss can be attributed to tampering with the wagon enroute, theft or negligence or

misconduct on the part of the railway administration or its employees, the Railway would become liable. Similarly, in the case of a wagon which has been transshipped enroute, the Railway would be liable for the loss of the difference in the number actually received at the destination, notwithstanding the fact that a 'said to contain' railway receipt has been issued.

(ii) Special condition

As per the railway condition, consignor has to provide dunnage next to each wagon door for consignments of foodgrains, etc. FCI has, however, in view of the massive movement of foodgrains involved, sought and obtained exemption from the railway for observance of this condition on the understanding that the losses as a result of non-provision of dunnage would not be claimed for damage to the contents in bags lying near the wagon doors which could be directly attributed to non-provision of dunnage would be untenable and as such need not be lodged. The same would apply to loss/damage to a consignment which is attributable to bleeding through wagon door. If however it can be established that the shortage/damage has taken place from the bags at places away from the wagon doors, a claim would become tenable-subject to other remarks, if any, on the railway receipt. This underlines the importance of stacking the bags in the wagon at least 18” away from the wagon doors.

(iii) Packing conditions

Certain packing conditions have been prescribed by the Railway for carriage of goods and are laid down in the IRCA Goods Tariff. If any of these conditions is not fulfilled by the sender and the loss/damage can be attributed to non-compliance of that particular condition the railway can seek protection and reject the claim for loss, destruction or deterioration due to non-compliance of such condition. Such claims thus become untenable unless it can be proved that the loss, destruction or deterioration is due to criminal interference with the wagon enroute or due to misconduct or negligence on the part of the railway administration.

Whenever a railway receipt bears the remark 'SWA' sender's weight accepted, the Railway's liability in the consignment as per the weight given by the consignor ceases provided the condition of bags delivered at the destination is outwardly sound.

(iv) Bags found in wet condition

A claim against the railway for damage by wet would be untenable if the railway receipt bears a remark to the effect that the consignment was already in wet condition at the time of loading.

(v) Time barred cases

As explained above, the claim for compensation/refund must be lodged within six months from the date of booking. Where a claim has not been preferred within this prescribed, it becomes untenable.

(vi) Railway's liability after termination of transit time

Under the provision of the Indian Railway Act, the liability of the railway for loss, destruction, damage, deterioration or non-delivery of goods at the destination is that of a 'bailee' for a period of seven days after termination of transit time. After that period even the bailee's liability ceases. The expression 'transit time' extends from the time of acceptance of goods for carriage by railway till the expiry of the free time allowed for unloading of goods and thereafter of their removal at the destination when no demurrage has accrued. When however in unloading of goods, demurrage has accrued, free time allowed for removal is not reckoned in transit time.

The term 'bailee' denotes that the standard of care to be taken is the care which a man of ordinary prudence would have taken in respect of his own goods of the same bulk quantity and value in similar circumstances.

(vii) Railway's liability in respect of consignments booked to sidings

The responsibility of the railway for loss, damage, destruction, deterioration or non-delivery of goods for whatever cause ceases after a wagon has been placed at the point of interchange of

the siding and the owner of the siding has been informed in writing of the wagon having been so placed. The tenability or otherwise of a case of claim even in respect of the consignment unloaded at the siding would be determined by the various factors including the remarks in the delivery book, the shortage certificate, etc.

FCI's organization for lodging/pursuance of claims

Broadly the responsibility of the FCI's staff at the various levels for lodging and follow-up of compensation claims is as follows:

Depot level

Claims would be preferred by the Depot Manager. After preferring the claim, the Depot Manager would transfer the file of papers to the concerned Area Manager without delay. The

acknowledgment card received from the railway must also be sent to the District Office along with a copy of the enclosures. A copy must however be retained in the Depot to safeguard against loss of papers in transit. A copy of the claims letter may also be endorsed to the General Manager. A register of cases of compensation/refund of freight claims shall be maintained by the claimant depot in the prescribed proforma.

In respect of claims which are prima-facie untenable, papers should be prepared on the same manner as in the case of tenable claims but instead of filing a claim with the railway, such claims may be sent to the Regional Office as per instructions.

Regional Office level

Regional office shall deal with all compensation claims. In respect of claims which are prima-facie untenable and for which papers have been received from the depot scrutiny must be made in accordance with the existing instructions and if it is found that there are some features in the claim which would make a claim tenable, these must be lodged with the concerned railway and thereafter pursued in the same manner as other claims lodged with the railway at the depot level.

All claims cases pending in the Regional office must be reviewed individually and periodically. If found untenable on review or which are considered untenable after repudiation by the railway, may be considered for dropping by the General Manager (Region) within their powers as per the instructions. After a decision has been taken to drop the claims by the General Manager with his own powers or by the Executive Director (Zone) and communicated to the Regional Office, action for write off etc. may be taken after duly fixing staff responsibility for the loss and obtaining the sanction of the competent authority.

Regional Office must maintain a continuous liaison and follow up the claims cases with the claim settling authority of the concerned railway.

Steps for prevention of claims

Prevention of claims is even more important than their settlement. For the purpose of minimizing the loss of the foodgrains in rail transit, various measures whereby the loss can be minimized are:

- (i) Observance of proper packing conditions.
- (ii) Proper, legible and suitable marking of bags.

(iii) Ensure before loading that the wagons are properly cleaned and not having body and panel cuts and also visually tested.

(iv) Leaving at least 18” space from near the wagon doors particularly when dunnage is not provided.

(v) Careful handling of bags at dispatching and destination ends so that the bags do not get torn or burst and the contents do not spill out.

(vi) Immediate and prompt salvaging operation whenever goods are delivered in damaged condition.

Gist of important instructions issued by Hqrs.

(i) Where the railway have destroyed records but the FCI is continuously pressing for finalizing of the claims, the claim cases should be reconstructed with the help of the records of the departments concerned and action taken to decide the claim on merit.

(ii) The claimable rates of wheat & rice are circulated by the Hqrs. from time to time for lodging the compensation claim for shortages/damages against the railway.

(iii) In case the seals remain intact, the railway would normally have no liability to pay for any shortages. Only in unexceptional case, if it could be proved that seals are tampered with and again re-sealed, while the wagon was in the custody of the railway, such the claim for losses could be considered.

(iv) Outstanding claims on account of refund of freight and missing wagons appearing in the books of accounts and those maintained by the Regional Claim Sections should match with each other. All such claims repudiated by the railway/withdrawn by the management/partly settled should also be accordingly written-off/adjustment in the books of account.

(v) The compensation claim, refund of excess freight claim should be lodged immediately after delivery of the consignment within a period of six months from date of the booking of the consignment and ensured that the tenable claim are not rendered time barred.

(vi) Compensation claim and refund of freight claim against the railway should be preferred by manager depot within fifteen days after the cause of action has arisen.

(vii) Claim for compensation up to the value of Rs. 1,000 should not be lodged against the railway.

(viii) During rainy season whenever packages are found damaged by wet in a wagon, the condition of the wagon at the time of unloading on destination must be examined with regards to its being water tight or otherwise. The condition of the wagon being “water tight” or “not water tight” should be reported in the DD message issued. The consignments which are received at destination in damage by wet condition should be delivered without delay by getting open/assessment deliveries as per existing instructions.

(ix) On arrival of the rake/wagons at the depot, the seals and condition of the wagon from all side and bottom should be checked and in case wagons found with seals defective/body broken, a memo should be issued in writing to station master/CGS immediately explaining the above condition and requesting supervision of unloading. Such wagons should not be handled unless the railway staff report for supervision. The claim for compensation preferred on this account should invariably contain a certificate issued by the railway supervising officer.

(x) Claim for compensation on account of loss/damage of bags found near the flap doors of the wagons which is directly attributable to non provision of dunnage need not be preferred against railway.


(xi) As soon as claim is preferred against the railway either on account of refund of freight or for missing consignment along with the proportionate refund of freight or is settled/dropped, due intimation shall be given by the claim section to the accounts section so as to enable them to make appropriate entries in the books of account. The position of claim have to be reconciled between the Regional Claim Section and Regional Accounts Branch twice a year.

(xii) All claims are to be preferred by the depot officers and after preferring the claims the depot officers should transferred the complete claims papers to the concerned district/regional office and copy enclosed to the account branch of the district.


CHAPTER -9

ONLINE FILING OF RAILWAY CLAIMS




Indian Railways Web Address : <http://www.claims.indianrail.gov.in>



Railway Claims and Refunds



हिंदी वेबसाइट

<ul style="list-style-type: none"> <input type="checkbox"/> E-mail Facility for Railway Users <input type="checkbox"/> FAQs <input type="checkbox"/> Contact Details <input type="checkbox"/> Master Circulars / Forms <input type="checkbox"/> The Railways Act, 1989 <input type="checkbox"/> Rates Branch System (RBS) <input type="checkbox"/> Other Railway Links <input type="checkbox"/> Traffic Commercial Directorate <input type="checkbox"/> Right to Information Act <input type="checkbox"/> JIDRP  	<ul style="list-style-type: none"> > Railway Claims and Refund-Goods User Click to login > Railway Refund-Coaching User Click to login > Railway Claims Tribunal User Click to login > JIDRP User Click to login  > Search Railway Claims Tribunal Cases  > Register your Compensation Claim (for Damage/Shortage/Loss/Non Delivery of Goods/Parcel/Luggage) > Register your Goods-Refund Claim (for Refund of Freight) > Check Compensation Claim Status > Check Goods-Refund Claim Status > Search your Claim/Refund No. > Check Status of Complaint in NR CELL > Check Status of Waiver/Refund of Demurrage/Wharfage > Search your Case/Refund No. of Demurrage/Wharfage
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

SEARCH YOUR CASE REGISTER IN RAILWAY CLAIMS TRIBUNAL

Please fill up maximum available information of your case accurately. At least one of the fields marked * is mandatory.

Search by Checklist No.

Checklist No.*

Search by Case/Suit No.

Suit No.* Case type Select Year

Search by Details

Date of Accident/Untoward Incident	<input type="text"/>	<input type="button" value="View Reg. Details"/>	Date of Filing	<input type="text"/>
Place of Accident	<input type="text"/>		RCT	<input type="text" value="ALL"/>
Respondent Railway	<input type="text" value="Select Railway"/>			
Applicant Name	<input type="text"/>		Applicant Advocate Name	<input type="text"/>
Victim First Name	<input type="text"/>			<input type="text"/>
From Stn (Code)(For Accident/Untoward)	<input type="text"/>	Help	To Stn (Code)	<input type="text"/>
				Help

Search by Booking Details

RR/PWB No.*	<input type="text"/>	Booking/Invoice Dt.	<input type="text"/>
From Stn (Code)	<input type="text"/>	To Stn (Code)	<input type="text"/>
	Help		Help

Registration of Compensation Claim through Web (Claim for Damage/Shortage/Loss/Non Delivery of Goods/Parcel/Luggage)

(*) marked fields are mandatory.

Nature of Claim*	<input type="text" value="Select Claim Nature"/>	Invoice Nature*	<input type="text" value="RAILWAY RECEIPT"/>
RR/PWB/LT No.*	<input type="text"/>	Date of Booking*	<input type="text"/>
From Station*	<input type="text"/> Search Station	To Station*	<input type="text"/> Search Station
Amount Claimed*	<input type="text"/>	Vehicle Reg. No.	<input type="text"/> (if Vehicle case)
Party Name	<input type="text"/>		
Address	<input type="text"/>	Phone Number:	<input type="text"/>
	<input type="text"/>	Mobile No:	<input type="text"/>
City	<input type="text"/>	Fax	<input type="text"/>
Pin Code	<input type="text"/>	Email	<input type="text"/>
State	<input type="text" value="Select Any State"/>	Aadhaar Number	<input type="text"/>
Remarks	<input style="width: 100%; height: 30px;" type="text"/>		
<input type="button" value="Attach scanned copy of PWB/RR/LT (Optional)"/>			

Caution:- As per section 149 of the Railways Act, 1989, if any person requiring compensation from a railway administration for loss, destruction, damage, deterioration or non-delivery of any consignment makes a claim which is false or which he knows or believes to be false or does not believe to be true, he shall be punishable with imprisonment for a term which may extend to three years, or with fine, or with both.

Registration of Goods-Refund Case through Web (Claim for Refund of Freight)

Refund Category*	<input type="text" value="Select Refund Category"/>	System Date:	<input type="text" value="19/02/2020"/>
Refund Sub Category*	<input type="text" value="Select Refund SubCategory"/>		
Case Nature*	<input type="text" value="Select Case Nature"/>	Date of Booking*	<input type="text"/>
Invoice Nature*	<input type="text" value="Select Invoice Nature"/>	Invoice No.	<input type="text"/>
RR/PWB No.*	<input type="text"/>	Station From*	<input type="text"/> Help
Station To*	<input type="text"/> Help	Station To*	<input type="text"/> Help
Delivery Station	<input type="text"/> Help	Delivery Date	<input type="text"/>
Undercharge Amount	<input type="text" value="0"/>	Penal charged Amount	<input type="text" value="0"/>
Undercharge paid Date	<input type="text"/>	Penal charged Date	<input type="text"/>
Undercharge paid at station	<input type="text"/> Help	Penal charged at station	<input type="text"/> Help
Freight collected at station*	<input type="text"/> Help	Freight Payment date	<input type="text"/>
Refund Amount Claimed*	<input type="text" value="0"/>	Reweightment at station	<input type="text"/> Help
Party Name	<input type="text"/>		<input type="checkbox"/> Regular Party
Address	<input type="text"/>	Phone Number:	<input type="text"/>
	<input type="text"/>	Mobile No:	<input type="text"/>
City	<input type="text"/>	Fax	<input type="text"/>
Pin Code	<input type="text"/>	Email	<input type="text"/>
State	<input type="text" value="Select Any State"/>		
Remarks	<input style="width: 100%; height: 30px;" type="text"/>		
<input type="button" value="Attach scanned copy of PWB/RR/LT (Optional)"/>			
<input type="button" value="Submit"/>		<input type="button" value="Cancel"/>	

Check Claim Status			
Claims/Notice No.	<input style="width: 95%;" type="text"/>	<input type="button" value="Check Claim Status"/>	<input type="button" value="Go to Homepage"/>

Check Refund Status		
Refund No.	<input type="text"/>	<input type="button" value="Check Status"/> <input type="button" value="Homepage"/>

Claim/Refund Case Search			
<input checked="" type="radio"/> Search for Claim Case		<input type="radio"/> Search for Refund Case	
Search by Wagon			
Wagon No.	<input type="text"/>		
Search by Claims/Refund No.			
Claims/Refund No.	<input type="text"/>		
Search by RR No.			
RR No.	<input type="text"/>	Booking/Invoice Dt.	<input type="text"/>
Station From	<input type="text"/>	Station To	<input type="text"/>
<input type="button" value="Search"/>		<input type="button" value="Cancel"/>	

SEARCH YOUR CASE FOR WAIVER/REFUND OF DEMURRAGE/WHARFAGE			
Please fill up maximum available information of your case accurately. At least one of the fields marked * is mandatory.			
Search by Refund No.			
Refund No.*	<input type="text"/>		
Search by Accrual Payment Details			
MR/DD Chq No.*	<input type="text"/>	Payment Date	<input type="text"/>
Accruing Stn (Code)	<input type="text"/> Help	Category	Select Category ▼
Search by Booking Details			
RR/PWB No.*	<input type="text"/>	Booking/Invoice Dt.	<input type="text"/>
From Stn (Code)	<input type="text"/> Help	To Stn (Code)	<input type="text"/> Help
<input type="button" value="Search"/>		<input type="button" value="Homepage"/>	

CHAPTER -10

DEMURRAGE AND WHARFAGE

As per the Railway Act 1989, 'Demurrage and Wharfage' are defined as follows:-

'Demurrage' means the charge levied for the detention of any rolling stock after the expiry of free time, if any, allowed for such detention.

'Wharfage' means the charge levied on goods for not removing them from the railway goodshed after the expiry of the free time for such removal.

The Central Government may, fix the rates of demurrage and wharfage charges from time to time by general or special order and to specify the condition subject to which such rates shall apply.

The circumstances, which lead to accrual of demurrage/wharfage charges, can be broadly grouped in there categories as under:

- (i) Reasons within the control of the consignor/consignee.
- (ii) Reasons beyond the control of consignor/consignee like labor strike, transportation strike, general bandhs, agitations, riots, curfew, fire explosion, heavy rains or other abnormal/unforeseen circumstances.
- (iii) Act of God, act of War and act of Public enemies.

In case of Category (i) above, waiver is normally not done except on justified and meritorious facts.

As regards case pertaining of Category (ii) or Category (iii), Waiver are considered on merits of individual case.

In case, the consignor/consignee feels that demurrage/wharfage was due to reasons beyond his control he could apply for waiver giving all relevant details with documentary evidence wherever necessary.

First application for waiver of demurrage or wharfage should be submitted to the Station Manager/Goods Supervisor within 10 (ten) days from the date upto which these charges had accrued.

Appeal against orders of waiver

The delay beyond 10 days can be condoned by the railway with the personal approval of the Divisional Railway Manager/Chief Commercial Manager (coordinating HOD) depending upon whether the powers to deal with the case lies at Divisional or Zonal level and after having ascertained that the reasons for the delay given in the application are satisfactory. Application for condonation of delay in preferring an appeal for waiver of demurrage, however, shall be entertained only after the demurrage charges have been paid in full and the application is supported with proof of such payment.

An appeal against the order of lower authority should be preferred within 30 (thirty) days of the date when the decision of the lower authority is communicated.

A maximum of only two appeals can be made against the decision of the lower authorities.

The railway also levy different demurrage charges for different period like for 1st day, 2nd day, 3rd day. The levy of such demurrage charges at the rate higher than normal demurrage charges is called panel demurrage charges.

Gist of Important Instructions issued by Hqrs.

(i) Many cases of demurrage/wharfage incurred at the time of loading/unloading of stocks are taken up with the railway for getting refund even though the contractors are responsible for payment of these amount and recoveries are not made from the contractors.

(ii) Where the demurrage/wharfage charges levied are found due to the lapse on the part of the H & T contractor, Manager (D) will also make immediate report to the Area Manager, who will examine the case, fix up responsibility and arrange to make necessary recoveries.

(iii) In no case recoveries from the contractors should be delayed simply because reference has been made to the railway for waiver.

(iv) Demurrage/wharfage charges raised by the railway should not be allowed to accumulate over fairly long periods. Wherever there are some genuine grounds for seeking waiver, representation to the railway should be made in time. It may not happen that the

railway forced the issue by either threatening to stop the siding facility or by stopping payment of compensation/refund claims.

(v) It should be ensured that adequate arrangement are made for loading/unloading of wagons within free time so that the wagon capacity is properly utilized by the railway for transportation of other essential commodity, the movement of which is affected adversely if the wagon are withheld and not released in time.

(vi) Suitable measures should be taken to improve the arrangements for loading and unloading of wagons so that avoidable/unwarranted expenditure on demurrage and wharfage is cut down to the minimum if not eliminated altogether.

(vii) The cases of demurrage and wharfage should be thoroughly examined and where their levy is found unjustified, representations giving full justification be made for waiver to railway. Such cases should be pursued vigorously and co-ordination meetings should be held regularly by District/Regional/Zonal Offices at the level of appropriate railway authorities.

(viii) Cases should be scrutinized to ascertain the accuracy of the dues claimed by the railway.

(ix) Arrangement to control the labour should be tightened up and cases where responsibility cannot be fixed, may be dealt with in accordance with delegation of powers to various officers of FCI.

(x) The bad terminals where the accrual is to the maximum extent need to be identified and efforts be made to remove the bottle neck/draw backs and corrective action should be taken to control the accrual of these penal levy.

(xi) If the accrual of the DC/WC is attributed wholly or partially due to reasons beyond FCI control, viz heavy rain, failure of electricity, law and order problems, sudden strike etc. a mercy appeal should be filed to the competent authority through station master, detailing reasons with evidence, for waiver. Such cases should be finalized through periodical meeting with the railway.

(xii) As payment of demurrage/wharfage is subject to fixing up responsibility, each case where payment has been made by FCI and railway do not agree to grant refund, has to be processed for fixing the responsibility as per instructions issued from time to time.

(xiii) Where the demurrage/wharfage charges are found to have been levied due to the lapse on the part of the Depot Staff and/or Departmental labour, necessary disciplinary action, as provided under rules, should be taken promptly and preventive measures adopted.

(xiv) Wherever, the demurrage/wharfage accrued due to the lapse owing to direct payment system of labour, the union or the mate, apart from adopting other preventive measures, the issue may be suitably addressed and advised to take appropriate action against the defaulting labour.

(xv) Accrual of demurrage/wharfage not only affects adversely to operations at large but cause financial loss to the Corporation. As such a causewise analysis of the circumstances responsible for accrual of demurrage/wharfage, should be done at Zonal/Regional level and take corrective/punitive action to reduce the accrual, besides taking disciplinary action under the rules.

Periodical meetings on demurrage/wharfage and claims should be conducted by FCI Officers with the railway so that Railway is not compelled to resort to adjustment of admitted FCI Railway claims.

(xvii) For wharfage, the stations are categorized into three part depending upon the turnover of traffic. The rates of wharfage charges differs from one another. Categorization of stations, changes from time to time is, being notified by the railway. This information is readily available with the Station Master/Chief Goods Clerk as well as on Railways website.

(xviii) It is the duty of every depot officer to keep this information readily up dated in their demurrage/wharfage register. At the same time, wharfage bills on receipt from Railway should invariably be checked for this aspect to ascertain that rates as per the current group notification of the station are only applied so that undue payments could be avoided.

CHAPTER -11**REPORT OF FACT FINDING COMMITTEE**

REPORT

of

Fact Finding Committee(FFC)

on

**‘Punitive Charge levied by Railways on
the rakes of Food Corporation of
India’**

MEMBERS

Sh. U. K. S. Chauhan
Jt. Secretary(P&FCI)
Deptt. Of Food & Public
Distribution

Sh. N. Madhusudana Rao
Exec. Dir. Traffic Comml.(Rates)
Railway Board
&
CHAIRMAN

Ms. Maninder Kaur Dwivedi
Exec. Director(Transport)
Food Corporation of India

New Delhi
4th March' 2016

1. Background

A meeting of the Group of Officers (GOO) under the Chairpersonship of Secretary (Coordination) was held on 17.07.2015 in Cabinet Secretariat, Rashtrapati Bhavan on the subject, *“Imposition of Punitive Charges by Railways on the foodgrain rakes of Food Corporation of India(FCI) in the name of overloading”*. The GOO recommended the following: (Annexure 1)

- i) MoR will immediately issue clear instructions to the field offices reiterating that the provisions of the Circular 61/2007 that bags of foodgrains should be treated as standard uniform size bags for the purpose of implementation of RC 61/2007 and any weighment should be done only after formal order of competent officer of Railways as per RC 61/2007 and finding should be shared with FCI to give them an opportunity to dispute resolution before imposing any punitive charges. These provisions are to be strictly followed in both letter and spirit.
- ii) A Fact Finding Committee(FFC) will be constituted comprising ED(Railways), ED(FCI) and JS(P) of DoF&PD to scrutinize the charges levied by MoR during the last one year, i.e. 2014-15. The FFC will also work out how the charges already recovered by MoR before issue of the circular in 2007 will be treated.
- iii) DoF&PD will provide the year-wise details of punitive charges imposed by MoR to the FFC after reconciliation to be done by both MoR and FCI.
- iv) The FFC will submit its report along with recommendations within three months of constitution to the Secretary, DoF&PD and CRB for consideration and resolution of issues.
- v) MoR will review the punitive charges in the light of the findings of the committee and ensure that till that time no charges are debited arbitrarily.

2. In pursuance of the recommendations of the above, a FFC comprising of JS(P&FCI), D/o F&PD, EDTC(Rates), Railway Board and ED(Transport)FCI was

constituted on 12.08.15 by Secretary, Department of Food Public Distribution(Annexure 2).

3. The first meeting of the Committee was held on 09.09.2015 in Railway Board. The gist of the meeting is as under: (Annexure 3)

3.1 Issue concerning standard bag and its weight thereof

- a) Railways pointed out that as per extant guidelines, all consignments loaded in standard bags of uniform size are exempted from mandatory(100%) weighment with a proviso that at least 5% of rakes should be subjected to weighment. However, the consignment loaded in non-standard bags or in loose condition should continue to be subjected to 100% weighment. Railways informed that the underlying assumption in exempting weighment of consignment loaded in standard bags of uniform size was that such bags contain uniform weight as indicated on the bags.

It was also pointed out that bagging of foodgrains by FCI is done manually unlike cement and fertilizer where bags are of standard size and have pre-stencilled weight printed on them and loading is done through an automated system where a pre-weight quantity is poured into the bags.

Railways also pointed out that due to safety reasons, not only the overall weight of the consignment per rake has to be within the permitted limits, each wagon has also to be loaded within the tolerances given. If bags are filled manually then there is a good chance that there will be a variation in the weight of the bag. Therefore, it will be difficult to treat such bags as 'standard bags of uniform size' for the purpose of exemption from weighment.

It was also brought out in the meeting that reports received from Zonal Railways reveal that there have been cases where FCI bags were found to be non-standard and the weight of the bags range from 47.4kg to 51.8 kg.

As per the decision of the GOO, Railway Board issued a directive to all Chief Commercial Managers and all Chief Operations Managers that rules concerning weighment of commodities loaded in standard bags of uniform size should be strictly complied with (Annexure 4). Further, Railway Board

have also issued instructions as to what constitutes “standard bag of uniform size” so that there is no room for ambiguity(Annexure 5).

- b) ED(T)/FCI stated that FCI's bags are of 'standard size of uniform bags' with standard filling capacity and supplied by DGS&D, GOI all over the country. It was further pointed out that FCI received rice from State Govt. and agencies with uniform filling of 50kg(+/-250 grams) with double line machine stitching and, hence, there is no chances of overweight of the bags. In case of wheat, FCI received from State Govt. and agencies and farmers with the standard weight of 50kg(+/-250 grams). However, there is moisture gain in wheat during wet season for which 1% gain is considered during taking over the same from State Agencies and is accounted for accordingly.

JS(P&FCI) and ED(T)/FCI mentioned that it shall not be possible to introduce automatic filling as is done in fertiliser and cement plants. FCI further requested that Railways may make random weighment of 10% consignment at any loading point and satisfy themselves that FCI is loading properly. They mentioned that overloading could also be due to difference in actual tare weight and stencilled weight of wagons. Instances of such cases brought before Railways. FCI mentioned that each of their consignment is weighed on lorry weighbridge, therefore, weighment details of lorry weighbridge may be accepted by Railways.

- c) Railways stated that it will not be possible to take lorry weighment because there is no way to verify that there is one-to-one loading from the lorry to the wagon. Further, it is practically not possible to check certification of the weighbridges. Railways also pointed out that tare weight of the wagons has been standardised and that during overhaul of the wagons same is ensured.

3.2 **Overloading and Punitive charges**

- a) FCI provided a list of the punitive charges levied by Railways for the period 2008-09 to 2014-15 (Annexure 6) for reconciliation/review to be done jointly .
- b) The list given by FCI was discussed by the FFC wherein it was found that in some cases the amount involved is very small and it was,

therefore, decided that FCI will furnish a list of 20 cases of highest value alongwith all the related documents/correspondence made with the concerned Zonal Railways. Adviser(Public Grievances), Railway Board was also incorporated in Committee regarding refund of the Punitive Charges. Adviser(PG) stated that Punitive Charges are a part of freight and that cannot be refunded.

- c) FCI sent the list of 20 cases of highest value of Punitive Charge on 16.11.2015(Annexure 7). Railways circulated the cases to the Zonal Railways on 03.12.2015 for examination with the following queries:
- ❖ The reasons for weighment of the consignments
 - ❖ Whether the weighbridge was a notified associate/alternate associate weighbridge of the loading station or it was an enroute weighbridge
 - ❖ Whether the weighbridge was functioning properly during the period or whether there was any complaint with regard to its functioning, if so, the details thereof
 - ❖ Whether all rakes originating from the same loading point were weighed or some rakes were booked on senders weight duly applying rules of exemption prescribed for consignment comprising 'standard bags of uniform size'. If so, what was the criteria to ascertain that such consignment was actually comprising 'standard bags of uniform size'
 - ❖ Whether the punitive charge was levied on the basis of weighment prior to booking of the consignment or whether it was levied after random weighment or after detection of overloading during surprise check
 - ❖ What was the status of recovery of punitive charge, whether paid or due.
- d) The report of the Zonal Railways was advised to JS(P&FCI) and ED/FCI(Annexure 8) on 31.12.2015. Railways informed in the letter to FCI that from the reports received from the field the following conclusions can be drawn:

(i) that the Zonal Railways have acted strictly as per rules and the perception of FCI that Railways have acted in a discriminatory manner is not correct and the same is not borne out by facts.

(ii) in cases where all the rakes were weighed, commercial staff had reasons to believe standard size bags were not being loaded.

4. The second meeting of the FFC was held on 19.01.2016 in Rail Bhavan where the report of the Zonal Railways mentioned in para 3.2 above was discussed. Railways informed the committee members that in many cases FCI officials themselves were recording on the forwarding note that the bags were of non-standard size. Further, the demand for joint weighment from FCI was not available on record and neither have local FCI officials been able to provide documents where they had made a request for joint check and the same had been refused by Railways.

Report on Joint Manual Weighment at Salem on 16.01.2016 of the rake loaded from Mandi Dabwali to Salem detected overloaded during weighment at Kanasar was also discussed. As per the report, the weight of bags vary from 43kg. to 53.5kg. as against the standard 50kg. Further, the average weight of entire sample of 580 bags(10 bags each from 58 wagons) was found to be 51.42kg. In many of the bags net weight has not been printed and in some cases the bags were old and not properly stencilled. (Annexure 9)

5. In the first meeting itself Railways stated that the long term solution to end the problem of overloading and punitive charges was that FCI should go in for installation of electronic in-motion weighbridges at the loading points where possible. For the short term, Railways have requested FCI to suggest a mechanism to the Railways by which Railways staff at the goods shed is satisfied that loading is as per the permitted tolerances.

FCI stated that on account of fund constraints, it is not possible to provide electronic in-motion weighbridges on and as for the mechanism requested by Railways that would help the goods clerk to satisfy himself that loading is per limits, FCI stated that all wagons should be weighed prior to loading. Railways pointed out that it is operationally not possible to do so.

6. It was mutually agreed in the second and final meeting that the FFC should submit its report as all the issues have already been covered. Hence, this report. It was also decided that all dues upto 2014-15 will be settled by FCI after mutual consultation with Railways at local level. As regards the issue of installation of electronic in-motion weighbridges, Railways said that they will pursue the matter with the Ministry of Consumer Affairs, Food & Public Distribution as FCI has expressed financial constraints in installing them.

CHAPTER -12

MISSING AND UNCONNECTED WAGONS

A wagon which does not reach its originally booked destination within due time is described as a 'missing wagon'. On the other hand when the contents of a wagon whose booking particulars are not available, are delivered at a station whether on execution of an indemnity note or otherwise, such a wagon is termed as an 'unconnected wagon'.

Once a wagon has started from its dispatching end, it may not however reach its originally intended destination for one or the other or several reasons. Firstly, a wagon or wagons while on the run may be diverted to other than the original destination due to operational exigencies either of the railway itself or of the FCI and may thus find its/their way to a destination other than the originally booked. In such an event, if the fresh destination has not received the invoice and in case labels are also absent which happens quite often, the fresh destination would not know where the wagons have come from. The fresh destination would there upon take steps to take delivery of contents of the wagons on indemnity note or 'memo' and would show the wagon as 'unconnected'. Meanwhile the originally booked destination would have received the invoices from the booking end and after waiting for the wagon or wagons for a period of one month, would show the wagon/wagons as 'missing' and would proceed to take action on that basis.

Earlier, there were huge number of cases of missing and unconnected wagons but of late due to computerization of its operations by the railway as well as lesser cases of diversion of rake, only few cases are occurring. Now the railway as well as FCI can find out the location of the wagon through railway system FOIS (Freight Operations Information System).

Action by receiving depot other than the originally booked destination

On receipt of diverted/unconnected wagons the receiving depot has to take delivery of the same on an indemnity note after payment of railway dues. While making an entry in the unloading register it is very essential that a clear remark should be passed in the register indicating that the wagon is diverted/unconnected.

Furthermore, where it is known that the wagon has been diverted, the receiving depot must immediately advise the originally booked depot, consignor, General Manager concerned, and Zonal Claims Cells indicating the receipt and booking particulars of the

wagon where available along with discrepancies noticed if any at the time of delivery and amount of freight paid. For this purpose, such booking particulars as are available on the wagon labels must be fully recorded. In addition to the above where break-of-gauge or transshipment has been involved enroute, the particulars of the original wagons where available must also be quoted. In the absence of the particulars of the original wagon, the number of wagons into which the contents were transhipped, the owning Railway, the nature of the commodity, the weight and the number of bags received must be communicated in the fullest detail. Here an open delivery of the wagon is taken and joint assessment of the stocks is done by FCI and Railway officials and if any damaged stocks/shortage is found in the wagons, then a compensation claim is lodged. If this procedure is carefully followed, the chances of wagons remaining unconnected for long would be considerably reduced.

Action by Depot of originally booked destination

When the depot where the wagon was due to arrive has waited for one month for a wagon to arrive, it must forthwith show the wagon as 'missing' and thereafter proceed to prefer a claim for the missing wagon along with claim for refund of proportionate freight for the missing consignment so that the claim is lodged with the railway administration within two months from the date of booking. If after lodging the claim, it receives advice of the actual receipt of wagon or wagons at some other depot, the original destination must immediately send the railway receipt to the depot of the diverted destination. In case the original-railway receipt has already been surrendered, to the railway authorities for taking a part delivery of the consignment, a certified copy of the railway receipt maybe sent. Only after such an advice has been sent, the claim on the railway for the missing wagon be withdrawn/amended as the case maybe and advice sent to the Regional Claim Cell. Sometimes, the detached/missing wagons are received at the originally booked destination after a gap of time. The foodgrains lying in such detached wagon may also get infested and damaged due to longer storage. In such cases an open delivery of the consignment is taken and the consignment is jointly assessed by FCI and Railway to ascertain the extent of damage or infestation, if any. On the basis of this assessment, an assessment certificate, which contains details of both quality and quantity delivered, is signed by both FCI and Railway. In respect of damaged consignment, a claim is preferred with the Railway as 'compensation claim' as per procedure in vogue. In case of stocks found infested fumigation of stocks is immediately carried out to get rid of infestation.

Action in the Regional Office

The Regional Office on receipt of statement of missing/unconnected wagons will compare the missing wagon statements with the statements of unconnected wagons of other depots

and on the basis, link as many wagons of those shown in the statements as possible. Regional office will then intimate details of linked wagons to concerned depot/district offices of FCI for withdrawal of missing claims. The wagons which, however, are not linked would thereafter be incorporated in a statement, copies of which are required to be sent to the Zonal Claims Cells every month by prescribed date.

Action by Zonal Claims Cells

The Zonal Claim Cells link missing and unconnected (detached) wagons received from the Regional offices and intimate the details of linked wagons to the concerned Regional offices for withdrawal of missing claims. A joint exercise is then conducted by the Zonal Claim Cell of FCI and the concerned Railway Zone and a final statement of missing and unconnected (detached) wagons, which could not be linked, is prepared and is signed by the representatives of both FCI and Railway. The jointly signed statement is then submitted to FCI, Headquarters for match adjustment at Railway Board level.

The Zonal Claims Cells must ensure that the monthly statement of unconnected/ missing wagons is regularly received by them from the Regional office by prescribed date.

The particulars of the linked wagons must be invariably communicated to the respective depots i.e. both where the wagon is shown as 'missing' as also the depot where the wagon was delivered as 'unconnected' in addition to the Regional Office.

The wagons which remain unlinked/untraced despite the exercise described above would then be recorded separately and thereafter compared with similar lists prepared by and received from other Claims Cells to see if some further wagons can be linked thereby.

After the receipt of jointly signed statements of missing and unconnected wagons in respect of all the Railway Zones from FCI Zonal Claim Cells, the same are examined and forwarded to the Railway Board for convening a meeting where match adjustment is undertaken on commodity to commodity and bag to bag basis. A joint statement is prepared and signed by the Railway as well as FCI officers showing the details of the matched bags and also the bags which remained unlinked.

The reconciliation and final match adjustment of missing and unconnected wagons of foodgrains is done at the Hqrs level but in case of fertilizer and sugar, it is to be dealt at Zonal level.

Gist of important instructions

- (i) Every month, the Movement Section must, invariably supply to Accounts Section, the lists of outstanding Missing wagons and unconnected/diverted wagons.
- (ii) Accounts Section prepares separate lists of the wagons outstanding as per their records and compare/reconcile them with the list received from the Movement Section.
- (iii) The reconciled lists of missing and unconnected/diverted wagons, for the region as a whole is jointly signed by movement & Account Sections, and submit the same to the Zonal Railway and the Zonal Offices, other Regional Offices, Zonal Claims Cells of the Food Corporation of India every month. Similarly, the Zonal Offices of FCI would also prepare consolidated statements, duly screened and reconciled, of these wagons, on tri-monthly basis and submit to all concerned, by the due date.
- (iv) The statements of the wagons traced/linked by the Claim Cells and Regional Claim-Sections are given to the Accounts Section of Regional Office every month.
- (v) While loading foodgrains booked by FCI, or by other agencies on behalf of FCI, Convey Notes with full particulars of the consignments, should be invariably placed in all the wagons.
- (vi) While reporting 'unconnected wagons' the particulars as available on the Railway-Seal-Cards/Bracket-Labels/Paste-on-Labels must be intimated.
- (vii) It should be ensured that at the end of each month a summary of those wagons, in respect of which RR had been received and that of unconnected/diverted wagons is given in the unloading register.
- (viii) In offices, the Movement officers and Accounts officers, concerned with missing and unconnected wagons, should work in close coordination with each other. A monthly meeting between the Movement & Accounts officers at the District/Regional/Zonal offices should be held to reconcile the information regarding missing/unconnected/ diverted wagons and the results of such reconciliation must be intimated to all concerned, including Zonal Claim Cells.
- (ix) As soon as a wagon is declared 'missing', a Non-Delivery Certificate in respect of that must be obtained from the Station Master of the destination station.
- (x) Copies of claim letter shall be forwarded to the Area Manager for scrutiny and it should also be forwarded to the railway, Regional Claim Cell/Zonal-Claim-Cell.

(xi) In the cases where unconnected wagon gets linked with missing wagon, the Depot/Warehouse to which such unconnected wagon delivered, shall inform the Station Master of unloading station of the unconnected wagon, to delete the wagon from the railway list outstanding unconnected wagons and discharged the relevant Indemnity Note/Bond.

(xii) In case, however, under really unavoidable circumstances, diversion is made by the Railway, Zonal Managers concerned would be accordingly informed so as to ensure proper accountal of wagons and avoid unnecessary preferment of claims. The officer who receive such diverted or unconnected wagon should immediately inform the booking/delivery particulars of such wagons to the consignor, the consignee at the original booked destinations and their respective General Managers to enable them to regularize the transaction and prefer claim only where necessary.

(xiii) Where a diverted wagon/rake is received and taken delivery at the station other than the booked destination, it shall be the responsibility of the officer incharge to ensure that full booking particulars, (as available on card labels, pocket labels and/or in the convoy notes placed inside the wagon by the consignor) relevant delivery particulars, the element of freight, if any, paid are sent, to the consignor/consignee and their respective General Managers within 15 days of receipt of such diverted/unconnected wagons.

(xiv) Where no such delivery particulars/information is received by him within two months of the date of booking and the wagon continued to remain missing, he shall lodge a claim for missing consignment alongwith the proportionate refund of freight duly supported by

(a) a non-delivery certificate obtained from the Station Master. However, if advice about receipt of consignment at some other depot is received after the claim has been lodged, he shall immediately (but now later than a week on receipt of such information) shall amend/withdraw the claim, as the case may be and inform the General Manager & Zonal Claim Cell.

(xv) While filing claims for missing wagons, a claim for proportionate refund of freight showing the amount separately is also filed. If the wagons is subsequently traced at another Depot, and it becomes necessary to withdraw the claim for missing wagons, it must be ensured that the claim for refund of freight is continued to be pressed and kept alive.

CHAPTER -13

RAILWAY SIDINGS

An extension of the railway track laid out to facilitate handling of the traffic of a factory, mill or other industrial or commercial establishment or a government department under a special agreement entered into with the concerned zonal railway is called a 'siding'. A siding may be an assisted siding or a private siding.

The terms and conditions according to which the siding is worked are incorporated in an agreement which every siding user must execute with the railway authority.

While each railway siding has special features of its own, broadly a siding agreement provides for the following:

- (i) Except where otherwise provided the sidings are open for booking and delivery of wagon load consignments only.
- (ii) No traffic other than that of the siding user or other than such as can be reasonably regarded as necessary for the requirement of the siding owner would be accepted for booking from and to the siding except with the written permission of the railway administration.
- (iii) Where the services of a siding clerk or clerks are required, the salary, allowances and contribution to provident fund and other incidentals for such staff are borne by the siding owner.
- (iv) When goods are sent to or from the siding, the freight is charged as if the goods were sent to or from the station serving the siding supplemented by the siding charges which are worked out on the basis of a prescribed formula and duly notified.
- (v) Generally, advance intimation is given to the siding user as to the expected placement of wagons a day in advance so that the siding user can arrange for labour etc. for loading and unloading of wagons.

Importance of sidings to the FCI

Since the FCI is required to undertake massive movement of foodgrains from the surplus States as also from the ports and since adequate facilities are often not available at goods

shed /wharfs of railhead station for loading and unloading of block rakes, the FCI often acquire railway sidings contiguous to most of its important godowns. This facility enables loading and unloading of wagons in the immediate vicinity of the godowns and obviates transport of a large number of bags of foodgrains etc. to and from railheads thus saving the FCI huge expenditure which would otherwise be incurred in arranging road transport from the railheads to its godowns and vice-versa.

A list of the railway sidings used by the FCI is at Appendix-I

Shunting and placement of wagons in FCI's sidings

In all the railway sidings attached to the FCI godowns, the shunting and placement of wagons are conducted by the railway through its own staff and locomotives.

Wagons are deemed to have been placed in siding and made over to the siding user when

(a) the wagons have been placed at the mutually agreed point which is known as the point of interchange, and (b) the siding user has been informed in writing that the wagons have been so placed as per placement memo.

Similarly, wagons would be considered to have been returned to the railway as soon as these wagons have been placed at the mutually settled point of interchange and are available for removal from the siding. The Station Master/siding clerk must be informed in writing that the wagons are available for removal wherever so prescribed.

For giving the advice of placement and removal, printed vouchers which are serially numbered in two counterfoils have to be written out. Of these, one is for railway record and the other for the siding user. The signatures of the siding user are obtained at the time of placement. Correspondingly the signatures of the railway representative should be obtained at the time of release of wagons or when wagons are available for removal. A separate voucher may be issued for each trip at sidings where the siding charges are fixed on per trip basis.

For this purpose, a trip means the movement of a railway locomotive from the serving station to the siding for placement and removal of wagons and return to the railway station irrespective of the number of wagons whether loaded or empty hauled by the locomotive. The details of wagons placed or pulled out should be entered on the reverse side of the voucher.

Procedure for booking and delivery of traffic from and to FCI siding.

The broad principles and the working procedure applying to a siding are contained in the terms of an agreement. The procedure for booking and delivery to the goods at a siding is broadly the same as in the case of a goods shed.

It is important to state here that as per Indian Railway Act the responsibility of the Railway for loss, destruction, damage, deterioration or non-delivery of consignment ceases when the wagon has been placed at the point of interchange and a written intimation of such placement given to the owner of the siding. The siding owner must, therefore, make sure on receipt of advice of placement that the seals of the wagons are intact and the consignment is outwardly in good condition. Where wagons are found with seal so defective or where the consignment is outwardly in a damaged state, a written request must forthwith be made to the railway representative for a joint check. Unless this action is taken, the railway authorities would not accept liability for the shortage or damage.

CHAPTER -14

TERMINAL CHARGE

Indian Railways impose levy of Terminal Charges on per tonne per terminal. These Terminal Charges are levied for Bulk and Loose traffic on Railway-owned terminals and sidings and not on terminals owned by customers. The same are to be collected at the time of issue of RR itself. These charges are leviable on loading and unloading terminals independently and separately on the basis of chargeable weight at the time of issue of RR. Figures of any subsequent weighment shall not be reckoned for levy of terminal charge. At present the rate of terminal charge is ₹20 per tonne per terminal.

Illustration: Say, a customer books 2600 tonnes of foodgrains from a private siding to a goods shed. Charges amounting to ₹52,000/- (₹20 x 2600MT) will be charged as Terminal Charge (goods shed). Now, if the same traffic is to be moved between two goods shed, ₹26,000/- will be levied as terminal charge for each terminal. Thus, customer will have to pay a total of ₹52,000/- (₹26,000 x 2) as terminal charges. However, if the traffic moves between two private sidings, no terminal charge will be levied.

Indian Railways vide its Rates Circular No. 24 of 2018 issued vide Circular No.TCR1078/2018/17 dated 27.12.2018 has levied terminal charges at the rate of ₹Rs.20/- per MT o both inward and outward traffic for all commodities (excluding container traffic) being handled at Railway Goods Sheds and Private Freight Terminals(PFTs).

As per the procedure in vogue, the Terminal Charges are collected by Railways against the Railway Codes of dispatching as well and recipient Rail head/Goods Shed/FCI owned sidings communicated by consignors at the time of generation of Railway Receipts itself. Therefore, it shall be the prime duty of the consignors to communicate correct Railway Codes to Railways. However, in compliance to the MCC no.616 issued vide letter no.M.C.II/6(2)/83 dated 16.06.1984, the consignees shall also verify the correctness of the terminal charges apart from other details in the RR and bring to the notice of consignors about discrepancy found, if any. Further, in cases of Diversion/Interception/Re-booking, it should be ensured by the consignees that the terminal charges, if paid, must be claimed from Railways.

CHAPTER -15

ALTERNATIVE MODES OF TRANSPORTATION**

The role of transportation in trade

Transportation plays one of the most important roles in any organisation as it is one of the very few segments wherein performance is measured in terms of reduction in cost. In any organisation management, wants to keep the logistics cost to its bare minimum without compromising the quality of service. Earlier the logistics cost used to be quite less in comparison to cost of product because most of the goods were produced and consumed locally but now for other advantages and since, it is not necessary to keep production units near the consumption areas anymore it is playing a significant role in decision making process. Many organisations emphasize much on their logistics cost as it may not be a matter of concern for a consumer but one of the most important factors for producers. For example, let us assume that a high value medicine is manufactured in India is required to be delivered to a customer in UK, then for the customer it is not important how the product gets delivered but for the manufacturer it is of utmost importance that transportation must ensure the quality of product with least logistics cost.

The most important decision that a trader has to take regarding transportation is the choice of mode (rail, road, water, air, pipeline, ropeway, etc.).

The factors that influence the choice of mode are:

- The characteristics of the transport mode
- Transport from first terminal point to another.
- Delivery from the terminal to the consignee's place.

Transportation infrastructure

The major modes of transportation are rail, road, water, air, pipeline and ropeway. By and large, they serve different classes of commodities as follows:

rail - bulk

road - bulk and packaged

water - export/import

air - high value/perishable

pipeline - bulk fluids

ropeway - ores and mined commodities

In India most of the freight transportation take place through road and rail. Of late, pipeline and ropeway are being used for some special commodities. Water transportation has a

significant role to play in international trade, and is gaining in importance. Air transport is used mainly for high value commodities like watches, life-saving pharmaceuticals and some perishable commodities.

Decision areas for transporters

The important objectives of a carrier are to manage its operations effectively and efficiently, and to provide better customer services. The important areas that require management's attention can be summarised as pricing and negotiation, routing and scheduling, service offerings (including fleet mix), amidst a scenario of competition and required marketing activities.

Pricing and Negotiation:

Pricing of transportation services could be mainly cost-based (as in the case of state run services) or based on the value provided to the customer and the customer's ability to pay (as in the case of private trucking operators). In any case, knowledge of costs involved in providing the service is essential.

There are several useful ways of looking at costs associated with transportation operations. One way is to separate the total costs into the following components:

A) Direct Costs: Costs which can be directly attributed to the particular trip(s) or operation(s) (fuel costs, direct labour or crew costs, wear and tear on vehicles, etc.)

B) Indirect Costs: Overheads and infrastructural costs for the transporter, which cannot be easily disaggregated into costs associated with particular trips or operations (terminal infrastructural costs, administration, etc.)

Another useful way to think of costs is in terms of

A) Fixed Costs: Costs which are incurred regardless of whether particular operations take place or not (typically infrastructural and minimum administrative costs)

B) Variable Costs: Costs which are a function of the variable number of operations performed (trip based costs)

C) Semi Variable Costs: All costs involved in the movement of a shipment except overhead related expenses.

An important cost consideration sometimes is the so-called out of pocket cost which consists of the money directly required, to perform the movement of the shipments.

Some of the larger trucking companies may operate through a system of negotiations and contracts, which are usually some sort of compromise based on the carrier's costs and the shipper's needs. For system of negotiation to be successful, the following conditions should hold:

- Existence of a simple rating system, which is easily understandable and applicable. This rating system should be based on a uniform method for all the shipper's/ receiver's locations and commodities.
- Price stability for the transporter/shipper for an established period of time.
- Volume stability for the transporter/shipper for an established period of time.
- Simplified freight bill payment.
- Ability to integrate with electronic data interchange systems and computerized rating and auditing.

Routing and Scheduling:

Carriers as well as companies operating private fleets can achieve benefits by optimising their routes and scheduling activities. For example, by prescheduling shipments into specific market areas, one can simultaneously reduce the frequency of delivery and increase the vehicle's load factor. The result is a cost saving to the carrier. These issues are becoming more significant because of the increased levels of competition, and increases in prices of inputs like fuel, labour and equipment.

In general, the benefits to a carrier by improving routing and scheduling can be summarized as:

- Greater vehicle utilisation.
- Improved and more consistent customer service.
- Reduced transportation expenses.
- Reduced capital investment in equipment
- Increased competitive advantage.

Carriers are becoming more and more sophisticated in these areas, sometimes even using computerised systems, because routing and scheduling is a complex area.

Problems in trade transportation linkage

The following are the various problems in trade transportation linkage:

a) Heavy Government Control: In India trade and transport sectors historically, have had to follow certain bureaucratic rules, regulations and laws which cannot be easily changed. This is because laws, controls and licences are the levers through which a highly centralized system of economic management moved India's resources and outputs.

Government regulations affecting trade and transportation included excise duties, octroi, entry tax, sales tax, etc. However since the 1990s the regulatory environment has changed. The government pushed through a series of deregulating measures to encourage private entrepreneurship under liberalised conditions of business. This subject could form a whole new chapter but to summarize, the business environment changed across sectors. as far as transportation was concerned, many regulations regarding the implementation of Customs and Excise duties were changed to make it easier and less time consuming for business. Electronic systems were implemented to provide smooth interface between various parties so that movement of goods was faster and more smooth particularly in the case of Customs . This ensured better coordination with shipping lines, ports, inland container depots and transporters and almost real time flow of information resulting in better service quality and productivity. Eventually excise duties , octroi , sales tax etc have been replaced recently in July 2017 with one General Service Tax or GST which though facing teething troubles is expected to tremendously benefit ease of doing business which in turn will improve movement of goods.

b) Lack of Proper Public Administration: Infrastructure provision and management, and provision and management of services, are largely under the control of the public administration. These have been managed more from a "welfare" and "Protectionist" point of view rather than from "commercial" considerations. This has resulted in problems of inadequate capacity, poor service levels and poor productivity. This situation started changing from the late nineties as more a more private public partnerships were implemented for providing state of the art infrastructure like modern ports, highways, rail linkages etc.

c) Higher Freight Cost: The performance standards in almost all the transport infrastructure in India are low compared to international standards. For example, despite the low wages in India, the cost of 64 handling cargo in ports is about 80% higher (on a per unit basis) than in more costly Japan or U.S.A. Though these statistics have improved with increase in the number of modern ports, equipment and other infrastructure, overall, the cost of freight in India is still higher by international standards.

d) Insufficient Equipment Availability and Management: Inefficient maintenance practices, obsolete technologies and poor management results in low equipment availability for cargo handling and transport. The effect of these constraints is the large transit time of ships at ports or of other domestic modes. This situation post 2000 has now changed as mentioned above.

e) Excessive Documentation: In any trade in India, everything has to be minutely documented and documentation requirements are excessive. For import clearance, a total of 23 documents have to be prepared. In export trade, 118 pieces of papers are required to get a clearance as the product moves on to its destination. For this, an average of 22 hours are wasted. For export clearance, a total of 258 signatures are required, it takes an average of six weeks to obtain an import license, and three weeks for customs clearance. This situation has changed significantly since the slew of liberalising measures that took place throughout the nineties. Electronic systems have virtually replaced manual documentation to a large extent.

f) Problems in Intermodal Coordination: In India there is no officially endorsed concept of a combined transport document. Separate documents have to be issued for each mode. This is because under existing regulations, each mode has different liability provisions. This situation remains unchanged though certain players have tweaked the process to improve the situation. Further, coordination between modes in scheduling, or routing is almost totally lacking. Some start has been made as in the example of export of Maruti cars when trains are scheduled to “catch” the ship. This situation no longer hold true, Computerisation , better business and operating practices have improved coordination to a large extent. There are regular and scheduled train services between the major ports and inland container terminals.

g) General Lack of Awareness: There are many areas of trade or transportation services or regulations that shippers are unaware of.

This is accentuated by the existence of a myriad of such knowledge areas. Similarly, transporters do not always learn about the specific requirements of the shippers and their products. This situation has also changed somewhat for the better. There are now several agencies who operate on a ‘one- window’ basis providing integrated services from storage, packing, and transportation services.

Solutions to the Problems

Some solution areas are proposed below:

a) Effective Logistics Management: Good logistics management results in efficient cargo movement and there by reduces the inventory and transportation costs. Otherwise, the

country's trade performance will deteriorate. The innovative ideas in this area are "containerization" and "multimodal transport". The most important advantage of containerization is the cargo unitization. Multimodal transport network allows smooth and speedy transfer of goods from one mode of transport to another. Organisations need to set up functionaries who will focus on "logistics management". Essentially, a high level of coordination between manufacturers, trade, transport and providers of other logistics services is called for.

b) Transportation Infrastructure Provision And Technology Modernisation: This is an area requiring immediate attention. Roads, ports and railways need capacity augmentation. Part of this can be achieved by better utilisation, for which productivity improving measures like computerisation, higher quality maintenance etc., must be adopted. 'Important new ideas being considered for infrastructure provision are expressways, automated ports especially for container handling, promoting containerisation and inter-modal transport, making a unigauge system in railways (converting metre gauge, to broad gauge), etc. As mentioned above, most of these measures have been introduced in the late nineties and the operating environment has improved greatly in terms of computerisation, technology and infrastructure.

c) Communication Infrastructure Provision and Technology Modernisation: Communication is an essential part of the trade-transport linkage. All information processing which helps plan and control physical movement of goods is done through "communication". Nowadays, this can be done electronically and further levels of sophistication can be achieved by networking. This helps to improve the efficiency of trade and transport markets by providing "on-line" information on freight rates, ship movements, available capacity in ports, warehouse, railways, trucking and customs services. Electronically transmitted messages allow substantial improvements in the utilisation of logistics facilities and help the traders to scan the markets for more demand oriented and cost-effective sales. Better communication facilities coordinate the entire international trading community including exporters, importers, transport operators and infrastructure facilities, agents', freight forwarders, brokers, banks, and insurance companies. These ideas are today termed as "electronic data interchange -EDI". One of the important advantages of better communication facilities is that It eliminates the excessive documentation procedures and reduces the time lag between production and consumption. This is today functioning very smoothly.

d) Liberalization of Government Control: Even though the regulatory system has directed the development of the economy, it has also been counter-productive. The liberalization of licence processes and reduction in documentation helps in the quick and efficient movement of goods. According to recent trends, a sharp increase in import trade is expected from July,

1992 due to the reduction of customs duties announced in the 1992-93 budget. As mentioned above, significant changes have been implemented in terms of liberalisation, e.g. new companies Act, Governance regulations, GST, simplified procedures etc.

e) Private Sector Participation: Now that the economy has stabilised in moving away from the clutches of “exploitation”, achieved through public sector intervention, the time has come to take advantage of the resource additionally and economic efficiency provided by the private investment of capital. Thus, both in the areas of infrastructure provision and service management, privatisation can be introduced. It will be easier to attract privatisation in services (trucking is anyway almost entirely private) and support operations. Today public private partnerships have been hugely successful, particularly in the sphere of infrastructure, like ports, terminals, rail services, highways etc.

Containerisation and its role in transportation

The most advanced form of unitisation is the container. Containerisation could be defined as “a means by which goods are transported within large uniform containers or boxes that can be interchangeable and conveniently carried by, and transferred between, different modes (air, sea, land or rail) of transportation requiring mechanised handling”.

Modern containers are boxes that are typically 8 feet 6 inches or 9 feet 6 inches in height, 8 feet in width, and lengths of 20, 40, and 45 feet. The capacity of ship or terminal is often measured in the number of containers, or TEUs, it can handle. (TEU is the acronym for 20-foot equivalent unit, the common denominator of the standard container length).

The containerisation concept is simple. Goods of any kind are packed into a container at any location, usually away from the waterfront. Containers can accommodate a vast array of cargoes; and some are specially designed for specific purposes, such as refrigeration for fresh fruit and frozen meat. The entire container is placed on wheels (a chassis) and moved by truck or rail to the marine terminal. Large gantry cranes lift the container from the marine terminal apron into a ship with slots designed to hold containers in place for the ocean voyage. The process is reversed once the ship reaches port and the containers are off-loaded.

Few concepts and definitions relevant to containerisation and containerised movement

Here, it is pertinent to note that Ship movement for bulk cargo dominates international trade therefore, the concept of container as well as terminologies are usually associated with shipping.

Container load centre

The higher cost of operating a container ship compared to the breakbulk ship means that vessel itinerary is far more important to the shipping line. The traditional breakbulk strategy, “go where the cargo is”, led to a dozen or so stops along a particular continental sea coast. This strategy resulted in limited revenue sharing or co-ordination with land transport. In contrast, a container ship uses land transport to a single designated port within a region, thus reducing port calls to only two or three per sea coast. Thus began a new pattern of “cargo following the container ship” by relying on land transportation to feed the container operation, and this new pattern forced the shipping industry to select those ports where cargo would be concentrated. Furthermore, most container lines tended to select the same ports because of the complicated range of services that container operations require. The port selected for this concentration of activity became known as the regional container load centre.

Container ports in the major containerised trades certainly form a concentrated system. The volume distribution in the handling of containers at ports has changed widely since 1980's. With the development of the far east countries, primarily China, 11 of the first 30 (handling more than 5 million TEUs) largest Ports in terms of annual handling are in the far east, of which 8 alone are in China. For 2015, Shanghai, China heads the list with a volume of 36.54 million TEUs, followed by Singapore with 30.92 million, Shenzhen, China 24.20 million and so on. Rotterdam Netherlands is placed 11th with a mere 12.23 million TEUs, numbers showing a declining trend for the preceding four years. Only three more European ports figure in the top 30 – Antwerp Belgium, Hamburg and Bremerhaven Germany. U.S.A. has three ports with Los Angeles 19th on the list with a handling of 8.16 million TEUs, Long Beach and New York trailing 21st and 23rd. India's Jawaharlal Nehru Port handled 4.49 million TEUs in 2015 and ranks 34th for 2015.

Through Transport

The extra dimension produced by the container revolution was through transport. Its essence was protection and reliability throughout the total journey from door to door, whether the door in question was of factory, warehouse or depot. The multideck cargo liner greatly reduced the hazards at sea. Hazards of the ships hold and the quayside remained: damage, loss, pilferage and delay were still common features of liner services. The container presented traders with a strong box which they could seal at their own premises. It could easily be transferred between transport modes, from road and/or rail to ship and vice-versa at destination, where customs clearance could be arranged inland. ISO standards were quickly devised which made containers easily interchangeable in international trade. An ISO coding system gave each a unique number (a forename) by which it could be monitored

through the system. Control was in the hands of the through transport operator, regardless of whether or not he owned the physical means of transport.

Multimodal Transport

United National Convention on International Multimodal Transport defines ***multimodal transport as the carriage of goods by at least two different modes of transport on the basis of a multimodal transport contract from a place in one country at which the goods are taken in charge by a multimodal transport operator to a place designated for delivery situated in a different country.***

In multimodal transport one transport document, one rate and through-liability are used. Multimodal transport is not a new transport system. It is a term used to describe the linking of transport responsibilities, documentation and liability in the movement of goods (by land, sea and air) using existing infrastructure.

This linking results in improved transport efficiency and provides the user with a single point of responsibility and greater cost transparency.

The MT Convention further defines a multimodal transport operator (MTO) as

“Any person who on his own behalf or through another person acting on his behalf concludes a multimodal transport contract and who acts as a principal, not as an agent or on behalf of the consignor or the carriers participating in the multimodal transport operations and who assumes responsibility for the performance of the contract”:

A multimodal transport contract is defined as

“A contract whereby a multimodal transport operator undertakes, against payment of freight, to perform, or to procure the performance of international multimodal transport”.

A multimodal transport document is

“One which evidences a multimodal transport contract, the taking in charge of the goods by the multimodal transport operator, and an undertaking by him to deliver the goods in accordance with the terms of the contract”.

It can therefore be said that a multimodal transport operator is any person who issues a multimodal transport contract and undertakes to perform or procure the performance of an international multimodal operation and who takes responsibility for the goods from door-to-door whilst being liable for his actions and those of his servants.

Aim of multimodal transport

The ultimate aim of multimodalism is to make the movement of goods from seller to buyer more efficient through faster transit at reduced costs.

Multimodal transport brings benefits by enabling exports to be placed in the market places of the world at a reduced cost and so be more competitive.

Likewise, costs associated with imports will be reduced thus leading to reduced foreign exchange outflow and cheaper imported goods.

Multimodalism is all about coordination :

Co-ordination of the different modes of transport;

Co-ordination of documentation;

Co-ordination of commercial and physical aspects of the commercial transaction between buyer and seller.

Rail intermodality

As with containerisation, the initiators and promoters of intermodality were the steamship lines. It is only fair to state, however, that the level of development of intermodal traffic greatly depends on the attitude of the railways towards this transport concept. Despite the efforts of container line operators to enhance intermodality and through transport rates since the early 1970s, the results of intermodality were rather meagre as long as the railroad industry was reluctant to enter the intermodal arena actively and with a positive attitude.

Containerisation from FCI perspective

Excerpts from Report of the High Level Committee on Reorienting the Role and Restructuring of Food Corporation of India (FCI)

“HLC is also of the view that there is the possibility of moving food grain by containers. IR charges container class rate, which is 10% less than the wagon rate for any notified commodity (including food grain) accounting for more than 30 containers in a rake. The charge is further based on the premise that the total weight of the container is 30 tonnes (irrespective of the fact that loading might be less than 30 tonnes). If the loading is lesser, the effective rate goes up.

The container rates would be valid even if the loading were in bulk. Loadability would be a little more both due to saving the weight of the bag and not being constrained by the shape of the bag. On the other hand bulk loading in wagons would require special purpose wagons which IR would expect a third party to invest in. IR would offer a rate discount of 10% for movement in such wagons.”

In compliance to the directions contained in the report, after series of cost comparisons at Zonal and regional level for feasibility and economic viability of containerized movement, a joint meeting was conducted with CONCOR at FCI, ZO (W), Mumbai.

As per the discussions had after considering various factors, it was recommended to allow operations for loading through CONCOR Ex.ICD Raipur to ICD Turbhe terminal for the movement from FSD Raipur(Chhattisgarh) to CWC Vashi(Maharashtra) on pilot basis. Accordingly, FCI ZO(West) had successfully done movement of foodgrains in containers(80 containers) from ICD Raipur to ICD Turbhe through CONCOR. The experimental rake was dispatched on 25th August 2016 from Raipur on door to door basis through business associate of CONCOR. In this movement, FCI saved an amount of ₹10.29 Lakh on freight and handling charge with no incurrence of demurrage charges and TL at both the ends, which was also a saving for FCI.

Year – wise details of containerised movement of foodgrains are as below,

Year/ Month	PUNJAB	HARYANA	CHHATTISGARH	Madhya Pradesh	AP	TOTAL
2016-17	5	1	5	0	2	13
2017-18	67	23	29	1	14	134
2018-19	120	36	1	0	10	167
2019-20 (up to Jan'20)	216	28	0	0	3	247
G.TOTAL	406	88	35	1	29	559

The total quantity moved during last five years is as follows:

Fig. In LMT

Period	Rail	Container	Road	Waterways	Total
2014-15	408.28	NA	57.82	1.04	467.14
2015-16	330.71	NA	53.51	0.27	384.49
2016-17	349.61	0.27	59.93	0.16	409.97
2017-18	350.45	2.75	67.04	0	420.24
2018-19	299.91	3.42	79.3	0.46	383.09

2019-20 (upto Dec'19)	208.87	4.55	69.16	0.54	283.12
--------------------------	--------	------	-------	------	--------

Percentage of movement using different modes during last five years is as follows:

In % age terms

Period	Rail	Container	Road	Waterways
2014-15	87.40	NA	12.38	0.22
2015-16	86.01	NA	13.92	0.07
2016-17	85.28	0.07	14.62	0.04
2017-18	83.39	0.65	15.95	0.00
2018-19	78.29	0.89	20.70	0.12
2019-20 (upto Dec'19)	73.77	1.61	24.43	0.19

Coastal & Riverine Movement:

FCI has been exploring the feasibility of moving food grains through multimodal costal/ riverine mode to supplement rail/road movement particularly for North Eastern States and Kerala and has made the following achievements:

Qty. in MT

Year	Multimodal Riverine Movement from Ex WB to Tripura	Multimodal Riverine Movement from Ex AP to Tripura	Multimodal Coastal Movement from Ex-AP to Kerala
2013-14	0	0	12,778
2014-15	1,880*	10,000*	97,754
2015-16	7,811*	0	18,677
2016-17	2,267*	0	13,915
2017-18	0	0	0
2018-19	0	0	45,132
2019-20 (till Jan'20)	0	0	55,554

*This movement was resorted to due to railway gauge conversion.

Multimodal Movement (Domestic):

Recently, an initiative has been undertaken for Containerized Multimodal Coastal movement through CONCOR from identified centers of Punjab to Kerala via Cochin, Quilon etc. for a

period of three (3) months on Pilot Basis. In this regard, Punjab region initiated Containerized Multimodal Coastal movement through CONCOR from designated depots of Punjab to the designated depots of Kerala, Karnataka & Tamil-Nadu, if found economical on cost benefit analysis in comparison with conventional movement of rakes. Accordingly, 6 rakes (14000 MT approx.) have also been moved from Punjab to Karnataka using this mode under Pilot project.

Long Route Road Transportation:

Another initiative has also been undertaken by movement division recently, for Long route transportation by road, on experimental basis, as below:

Ex Punjab (depots under DO Ludhiana & Patiala) to Maharashtra (Bhiwandi & Vashi), respectively and Ex Haryana (depots under Hissar, Fatehabad, Cheeka, Assandh) to Gujarat (CWC Surat, Mehsana, Palanpur & Wadhwan), respectively.

The subject movement is to be resorted to only if found economical on cost benefit analysis in comparison with conventional movement of rakes.

** Based on the knowledge/study material of MULTI-MODAL TRANSPORT (CONTAINERIZATION) & LOGISTICS MANAGEMENT (MMT) pursued by Shree Chandra Prakash, Asst. Genl. Manager (Movt.), Hqrs.

.

CHAPTER -16

ROAD MOVEMENT

For movement of foodgrains different modes of transport is used across the country viz railway, roadways, water ways and sometime air also (in exigencies). For long distances rail movement is economical than by road but for short distance, sometime, road movement is more economical and expedient. While choosing the mode of transport financial feasibility, geography, availability of rail network and wagons, time lines etc. is to be carefully examined.

About 8 to 10 % of the foodgrains is transported through road movement, particularly in the regions like Himachal Pradesh, J&K, Delhi, Rajasthan and some parts of North East. Road movement also act as a supplement to the rail transport where there is limitation in movement of required quantity of stock through rail.

Road movement is also required at those stations from where loading of the full block rake is not feasible. If movement has to be under taken from these stations in piece meal, the stocks may reach the destination in-ordinately late. In such circumstances, therefore, it is often expedient to move foodgrains stocks over short distances to places from where block rakes can be loaded.

Apart from these broad considerations, however, often road movement has to be undertaken in other emergencies where foodgrains have to be rushed from one part of a Region to another or even from one Region to another when scarcity conditions exist and the ordinary delays involved in transportation by rail cannot be encountered.

Inspite of all that is stated above, it is to be kept in mind before road transport is undertaken, each case must be subjected to a thorough examination and the authority ordering road transport must satisfy itself that it is in the overall interest of the corporation to resort to road transport in preference to the cheaper mode of rail transport.

While undertaking road movement, the following points should be kept in mind:-

1. The stocks should be moved only on clear dispatch instructions received in writing from the Area Managers/General Manager of receiving end.

The dispatching centre should send a FAX/e-mail to receiving end, indicating number of trucks despatched on the particular day alongwith the commodity and quantity with

number of bags despatched. Copy of this FAX/e-mail should also be endorsed to the concerned Area Manager of the recipient Distt. and also to the consignor Area Manager, when a consignment of certain quantity is dispatched on inter District or intra District basis, the serial number of trucks will be serialised from day 1 to the last day so that any truck in between missing could easily be located.

3. A daily dispatch statement may be drawn in the Proforma specified may be sent to the consignee depot, consignee District Office and controlling consignor Distt. Office.
4. Consignee Area Manager will also watch the road movement and ensure that trucks despatched by the dispatching end reach at destination safely. If considered necessary, he may even open a separate cell for monitoring the road movement and ensuring accounting of stocks.
5. If any truck does not reach the destination within a reasonable time, this fact should be immediately reported to the Area Manager at dispatching end by the receiving end by FAX/e-mail and Depot Incharge at the receiving end shall be personally responsible for prompt reporting of non receipt of trucks consigned to his depot. The Depot Incharge should also take similar precaution for the road movement carried out by the transport contractor and immediately report to the Distt. Office if any truck does not reach the destination within reasonable time.
6. Immediately on detection of any missing truck, FIR should be filed with the police. In this regard, payment of the bills of the transport contractor should be withheld forthwith till the entire cost of the foodgrains found missing or lost in transit is recovered with the panel rates specified in the contract.
7. Clear acknowledgment should be obtained from the driver of the truck and the authorised representative of the transport contractor at the time of loading of stocks. The name of the driver and the representatives of the transport contractor should be clearly written on the truck chit/gate pass.
8. The truck supplied by the transport contractors should be accepted for loading on clear authorization in writing from the transport contractor or his authorized representatives.
9. Trucks despatched should be properly covered by the tarpaulins and sealed and in case of availability of the BOX type trucks, the doors should be properly sealed, locked etc.

10. Ensure that clause of transit insurance of the food grain stocks must be included in the road transport contracts and the contractor to abide by it. A copy of the insurance cover should also be furnished to consignor Depot In-charge/Area Manager.
11. Ensure to send specimen signatures of the authorized officials who would sign dispatch documents/acknowledge the receipt or sign the receipts documents.
12. The recovery of the losses in road movement should be ensured repeat should be ensured while forwarding the bills of the transport contractor.

CHAPTER -17

MOVEMENT MODULE OF DEPOT ONLINE SYSTEM

MOVEMENT BY ROAD

Overview of Movement by Road

This chapter discusses the steps involved in execution of movement by road. DepoSoft™ monitors the dispatch of commodity from one depot to another depot.

Movement Creation

Creation of movement is done by Regional Staff, which includes all details of commodity and also the dispatching depot and receiving depot. Movements has to be approved by Regional Manager.

Dispatch

Once the movement is approved, the source depot will start doing operations for dispatching commodity. This is processed by various Depot staffs to supply the required commodities. All the transaction happening as part of this process is captured in the system.

Receive

Destination depot will receive the commodity sent from source depot, and all the operations are captured in the system.

Movement Order Creation

Movements are created by Regional Staff, following are steps

Add Road Movement

☒☒To add Road Movement☒

1. Login to DepoSoft™ as Regional Staff
2. Navigate to Add Movement By Road page
3. Enter following details
 - a) Friendly Name
 - b) Source Depot
 - Select a depot name from the list of depots in this region for dispatching commodity.
 - c) Destination Depot
 - Select a depot name from the list of depots in this region for receiving depot.
 - d) Total Quantity

- Enter the total quantity in quintals to transfer
- e) Commodity & Variety
 - Select commodity & variety to deliver
- f) Start & End Date
 - Select Start and end date for this movement to happen.

4. Click on “Save” button.

Movement Approval

☑☑To approve Road Movement☑

1. Login to DepoSoft™ as Regional Manager
2. Navigate to Approve Movement By Road page

Dispatch from Source Depot

Movements will be displayed details page once the regional manager approves it. He can verify the commodity and quantity details.

The Following are the steps included in the process of dispatch

- 1) Create Token
- 2) Issue Gate pass
- 3) Capture In-weight
- 4) Loading
- 5) Update Moisture
- 6) Capture Out-weight
- 7) Generate Truck chit
- 8) Exit Gate pass

Token Booking

☑☑To create a Token☑

1. Login to DepoSoft™ as Gate Officer
2. Navigate to Create Movement Outward Token page
3. Fill following details
 - a) Enter Truck number
 - b) Movement Type - Select option By Road
 - c) Destination Depot - Select the depot to which we are sending commodity
 - d) Friendly Name - This will display all movements between current depot and destination depot selected. Select proper movement.
 - e) After selecting the movement all the information will be loaded on the page. It also loads up the transport contractor between these depots.
4. Click on “Save” button.

After token issue all the process is similar to Release Order except Gate pass exit. So Refer to Release Order execution for remaining steps.

Exit Gate pass

Gate pass exit is last step which tell us the truck is exiting from depot, here Gate Officer will verify the truck chit and other details.

Enter Expected Arrival Date, to intimate to the Destination depot.

This step will creates advance token in destination end for this truck.

DepoSoft™ will also generate a destination token slip at this stage.

Receive at Destination Depot

When a truck leaves from source a token will be created in destination end. After this the movement will be visible in his details page.

The Following are the steps included in the process of receive

- 1) Modify Token (Optional)
- 2) Issue Gate pass
- 3) Capture In-weight
- 4) Quality Analysis
- 5) Stacking
- 6) Capture Out-weight
- 7) Update Register
- 8) Exit Gate pass

In destination depot all the steps are similar to CMR Procurement but we don't have few steps like Dumping, Quantity Analysis, and WCM.

Modify Token

Token modification is provided for truck number changes if any. This step is optional.

1. Login to DepoSoft™ as Gate Officer
2. Navigate to Modify Token for Inward page
3. Select token number which loads up all details of the truck.
4. Change if there truck number is different. Otherwise this step is completely optional.
5. DepoSoft™ has provides cancel token option here.

After this gate pass and other steps mentioned above are similar to CMR. Once after Capture out-weight is done then we have a last step which makes all changes in system records.

Update Register

This is the last step for updating the records in system, which is done by Depot Manager.

1. Login to DepoSoft™ as Depot Manager

2. Navigate to Update Register page
3. Select the token number and it will display all details about transaction.
4. Click on “Submit” button.

Then Truck will exit the depot which will be updated by Gate Officer from Gate pass exit step. **Handle Offline Depots in Movement**

DepoSoft™ supports the movements which are offline depots.

If the source depot is offline then at destination end DepoSoft™ has separate page to create token page called “Inward by Token”.

If the destination depot is offline then won't create token after gate pass exit from source.

Movement by Road Closure

Movement by road transaction has to be closed once the commodity has been transferred between the depots. Depot Manager or Movement Officer has to close the transaction from both the depots.

MBR Closure

☑☑ MBR Closure is the final step which tells that planned movement is closed/completed.☑

1. Login to DepoSoft™ as Depot Manager
2. Navigate to MBR Closure page
3. Select following fields
 - a) Movement Type
 - Inward: If destination depot closing the transaction
 - Outward: If source depot
 - b) Friendly Name
 - Select the movement has to be closed
 - c) Enter remarks
4. This will give information of all trucks involved in movement and their transit loss.
5. Click on “Close MBR” button.

MOVEMENT BY TRAIN (RAIL)

Overview of Movement by Rail

This chapter discusses the steps involved in execution of movement by rail. DepoSoft™ monitors the dispatch of commodity between depots in different regions.

Movement Creation

Creation of movement is done by Regional Staff, which includes all details of commodity and also the dispatching depot and receiving depot. Movements has to be approved by Regional Manager.

Loading of Special

Once the movement is approved, the source depot will start doing operations for dispatching commodity. This is processed by various Depot staffs to supply the required commodities. All the transaction happening as part of this process is captured in the system.

Unloading of Special

Destination depot will receive the commodity sent from source depot, and all the operations are captured in the system.

Movement Order Creation

Add Rail Movement

☒☒To add Rail Movement☒

1. Login to DepoSoft™ as Regional Staff
2. Navigate to Add Movement By Rail page
3. Enter following details
 - a) Special Number
 - b) Friendly Name
 - c) Number of Wagons
 - d) Source Rail Station - Select the source rail station name from the list
 - e) Source Depot - Select a depot name from the list of depots for dispatching commodity.
 - f) Number of Bags - This is optional field
 - g) Total Quantity - Enter the total quantity in quintals to transfer, it is also optional field
 - h) Commodity & Variety - Select commodity & variety to deliver
 - i) Scheduled Loading Date - Select Start and end date for this movement to happen.
 - j) Destination Details - Enter the destination details like Station Name, Depot and Number of Wagons sending to this depot.
4. Click on “Submit” button.

Movement Approval

☒☒To approve Rail Movement☒

1. Login to DepoSoft™ as Regional Manager
2. Navigate to Approve Movement By Rail page

Loading of Special

Indent Registration

☒☒Indent registration is the first step for any rail transaction to happen, here the Movement Officer will upload indent details.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Indent Registration page

3. Select particular special number from the list
4. Enter following details
 - a) Registration Date
 - b) Indent Reference Number
 - c) Forwarding Note Number
5. Click on “Save” button

Rake Placement

☒☒To update rake placement time details☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Rake Placement page
3. Select particular special number from the list
4. Enter following details
 - a) Placement Time - Select date and time of rake arrival, which will be used further for calculating demurrage charges
 - b) Demurrage Free Time (Hrs) - Number of free hours for loading / unloading rake
 - c) Wharfage Free Time (Hrs)
 - d) Additional Free Time (Hrs) - Additional free time for demurrage charges
5. Click on “Save” button

☒☒After rake placement is done, System will send an alert for loading the rakes within the allocated time.☒☒

Depot wise wagon plan

☒☒In rail head scenario multiple depots participate in loading a rake, where depots distribute the wagons between them. This step is completely optional if only one depot is participating.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Depot Wise Wagon Plan page
3. Select particular special number from the list
4. Enter following details
 - a) Source Depot
 - b) Number of Wagons

Add multiple records in case of multiple depots participating. These depots has to be mapped to the same rail station.

5. Click on “Submit” button.

Update Wagon Type and Number

☒☒To update wagon details☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Wagon Number Assignment page

3. Select particular special number from the list
4. Enter each Wagon number and Type.
5. Click on “Save” button.

Record Unfit or Open Wagons

☒☒After updating the wagon number, verify each wagon and report if they are unfit for movement. The wagons which are unfit won't be available for loading.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Unfit or Open Wagons page
3. Select particular special number from the list
4. Select the wagon which you want to mark it as unfit / open wagon.
5. Click on “Save” button.

Assign Control Wagon

☒☒In Rail siding for test weighment we can select 10% control wagons which are used to calculate the total commodity weight☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Assign Control Wagon page
3. Select the Movement Type as Outward.
4. Select particular special number.
5. Check all control wagons
6. Click on “Save” button

Wagon Loading

☒☒Wagon loading is done by Shed managers, which has two different processes for Rail head and Rail siding.☒☒

100% Weighment for Railhead

In Rail head normally 100% weighment will be done because each truck coming from depot has to go through the weighbridge. The following is the process which happens inside depot for this

1. Token Creation
2. Gatepass Issue
3. Capture In-weight
4. Loading
5. Capture Out-weight
6. Generate Truck chit
7. Gatepass Exit

This process is almost similar to Movement by Road except the token creation. Let's have look at this

Token Creation

To create a token

1. Login to DepoSoft™ as Gate Officer
2. Navigate to Movement Outward page
3. Enter Following Details
 - a) Truck Number
 - b) Movement Type - Select Rail head movement
 - c) Railhead - Select the rail head station name
 - d) Special Number - Select the special number from the list
 - e) Select Transport Contractor
 - f) Enter Remarks
4. Click on “Save” button

Wagon Loading at Railhead

To load wagon at rail head

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Loading at Railhead page
3. Select the truck number from which we are loading to wagon
4. Select the wagon number and enter number of loading in it
5. We can multi records if loading to multiple wagons from same truck
6. Click on “Save” button.

Wagon Loading from Purchasing Center at Railhead

DepoSoft™ provides option to load from Purchasing Center in Railhead scenario. The following are the steps

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Loading at Railhead from Purchasing Center page
3. Select the Special number, this will load all the details
4. Select the wagon number in which you want to load
5. Select Purchasing Center from the list displayed
6. Select the Agency from where we have procured
7. Enter number of bags and their type
8. Enter Net weight in Quintals
9. Click on “Submit” button.

Control wagon Weighment and Loading for Rail siding

In rail head 10% weighment will be done in two ways based on depot. If the depot follows to do control wagons then loading them has following process

- 1) Create Token
- 2) Gatepass Issue

- 3) Capture In-weight
- 4) Loading
- 5) Capture Out-weight
- 6) Loading into Control Wagon
- 7) Exit Gatepass

This process is almost similar to Movement by Road outward except token and generate truck chit.

Token Creation

To create a token

1. Login to DepoSoft™ as Gate Officer
2. Navigate to Movement Outward page
3. Enter Following Details
 - a) Truck Number
 - b) Movement Type - Select Rail siding movement
 - c) Special Number - Select the special number from the list
4. Click on “Save” button

After this follow Movement by Road process till capture out-weight step.

Control Wagon Loading from Truck

Once the truck has taken out-weight it will be displayed in this page.

1. Login to DepoSoft™ as Movement Officer/ Shed Manager
2. Navigate to Control Wagon Loading from Truck page
3. Enter Following Details
 - a) Select Truck Number
 - b) Select wagon and give number of bags to load.
 - c) Multiple records can be added for multi wagons loading from same truck
4. Click on “Save” button

After all control wagons has loaded perform exit Gatepass.

10% Weighment for Rail siding

In Rail siding if control wagon process is not followed then for each wagon 10% bags weight has to be captured. The following are the steps

1. Login to DepoSoft™ as Movement Officer/ Shed Manager
2. Navigate to 10% Weighment page
3. Enter Following Details
 - a) Select Special Number
 - b) Select particular wagon
 - c) Give number of bags to be loaded if wagon is not loaded.

This will display a table where we can capture weight for 10% bags

- d) Capture all weights in Kgs
4. Click on “Submit” button

Wagon Loading at Rail siding

To load wagons at Rail siding

1. Login to DepoSoft™ as Movement Officer/ Shed Manager
2. Navigate to Loading at Siding page
3. Enter Following Details
 - a) Select Special Number
 - b) Select particular wagon
 - c) Give number of bags to be loaded

This will display a table with all possible stacks from where bags are loaded

- d) Select the stacks and give number of bags
4. Click on “Submit” button

Rake Loading Acknowledge

☒☒After all the wagons are loaded acknowledge the rake loading operation from this step, this DepoSoft™ won't allow loading after acknowledgement.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Rake Loading Acknowledgement page
3. Select the special number
4. Verify all wagon details
5. Click on “Save” button.

☒☒After acknowledgement is given, system will intimate the destination depot about completion of loading.☒☒

☒☒If loading is not completed for all wagons system will not allow to submit the details.☒☒

Wagon Verification

☒☒Wagon verification is the optional step in which DepoSoft™ captures following details for each wagon☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Wagon Verification page
3. Select the special number
4. Enter following details for each wagon
 - a) Sealed Sample Present
 - b) Is Sealed
 - c) Label Intact
 - d) Convoy Not Placed
 - e) Riveting Done
 - f) Moisture Content

Verify and check the options for each wagon

5. Click on “Save” button

Wagon Sequence Mapping

☒☒ Wagon sequence mapping is to arrange the wagons in an order, which will be helpful when multiple destinations are there. This step is optional.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Wagon Sequence Mapping page
3. Select the special number
4. Drag and Drop table records to arrange wagons in order
5. Click on “Save” button

Update RR

☒☒ To update Railway Receipt number☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Update RR Number page
3. Enter the RR Number
4. Click on “Save” button

Rake Release

☒☒ Rake release is the final step in Movement by Rail Outward.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Rake Release page
3. Select the Special Number
4. Enter rake release time - From Rake placement and release time, demurrage charges will be calculated and displayed.
5. Click on “Save” button

☒☒ After Rake release, system will send an alert for Demurrage Charges and Wharfage Charges to be paid to Indian railway.☒

UNLOADING OF SPECIAL

Rake Placement

☒☒ To update rake placement time details☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Rake Placement page
3. Select Movement Type as Inward
4. Select Special Number from the list
5. Enter following details

- a) Placement Time - Select date and time of rake arrival, which will be used further for calculating demurrage charges
- b) Demurrage Free Time (Hrs) - Number of free hours for unloading rake
- c) Wharfage Free Time (Hrs)
- d) Additional Free Time (Hrs) - Additional free time for demurrage charges

6. Click on “Save” button

Depot wise wagon plan

☒☒ In rail head scenario multiple depots participate in unloading a rake, where the depots distribute the wagons between them. This step is completely optional if only one depot is participating.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Depot Wise Wagon Plan page
3. Select Movement Type as Inward - This will display the specials reached depot
4. Select particular Special Number from the list
5. Enter following details
 - a) Destination Depot
 - b) Number of Wagons
 Add multiple records in case of multiple depots participating. These depots has to be mapped to the same rail station.
6. Click on “Submit” button.

Wagon Verification

☒☒ This step is verify all the wagons are proper or not and☒ DepoSoft™ captures following details for each wagon here☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Wagon Verification page
3. Select the special number
4. Enter following details for each wagon
 - a) Sealed Sample Present
 - b) Is Sealed
 - c) Label Intact
 - d) Convoy Not Placed
 - e) Riveting Done
 - f) Moisture Content

The above mentioned details are similar as source depot follows but in destination depot we also takes care about other two following options

- g) Resealed
- h) Broken

Verify and check the options for each wagon

5. Click on “Save” button

Missing Wagon

☒☒DepoSoft™ captures the details of missing wagon at the destination side.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Missing Wagons page
3. Select the Special Number
4. Select the missing wagon from the list of wagons
5. Mark it as missed
6. Click on “Save” button.

Disconnected Wagon

☒☒DepoSoft™ captures the details of disconnected wagon at the destination side.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Disconnected Wagons page
3. Select the Special Number
4. Enter Following details
 - a) Wagon Number
 - b) Original Destination - This will available in wagon convoy note
 - c) Convoy Note Number - Enter convoy note number which is available in wagon.
Other following details also available in convoy note.
 - d) Original RR Number
 - e) Commodity & Variety
 - f) Number of bags and type
 - g) Net Weight in Quintals
5. Click on “Save” button.

Assign Test Wagon

☒☒In Railside process we have test wagon selection for capturing weight for total commodity in rake.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Assign Test Wagon page
3. Select the Special Number
4. Select 10% test wagons
5. Click on “Save” button

This step is allowed to do only once.

WAGON UNLOADING

☒☒Wagon unloading has two different processes for Rail head and Rail siding.☒

Wagon Unloading at Railhead

The following are the steps involved in unloading of wagon at Railhead

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Wagon Unloading at Railhead page
3. Select the Special Number
4. Enter Truck Number
5. Select Transport Contractor
6. Select Wagon number to unload and number of bags unloaded from it.
7. Multiple records can be added, if unloading from multiple wagon to same truck.
8. Click on “Save” button This will create a token in destination depot. Once the truck reaches the depot we follow these steps
 1. Gatepass Issue
 2. Capture In-weight
 3. Stacking
 4. Capture Out-weight
 5. Update Register
 6. Gatepass Exit

These steps are similar to Movement by Road inward process.

Direct Issue from Railhead

DepoSoft™ has a page to issue the commodity to RO parties directly from the Railhead.

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Direct Issue from Railhead page
3. Select the Special Number
4. Select the RO number
5. Enter truck number and number of bags loaded into it
6. Enter Tare Weight and Gross Weight in Quintals
7. Select the Wagon from which bags are unloaded
8. Give number of bags unloaded from each wagon
9. Add multiple records if more than one wagon unloaded for this truck
10. Click on “Save” button

Direct Movement from Railhead

DepoSoft™ supports direct movement from Railhead to different depots.

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Direct Movement from Railhead page
3. Select the Special Number
4. Select Destination Depot from list

5. Select the movement name
6. Select transport contractor
7. Enter Truck number and number of bags loaded into it
8. Enter Tare Weight and Gross Weight in Quintals
9. Enter expected arrival date to intimate destination depot and create a token for it.
10. Select the Wagon from which bags are unloaded
11. Give number of bags unloaded from each wagon
12. Add multiple records if more than one wagon unloaded for this truck
13. Click on “Save” button

Wagon to Good Shed Dumping

If the rail head has shed to store the commodity then the depot can unload wagons there.

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Wagon to Good Shed Dumping page
3. Select the Special Number
4. Select wagon number for unloading This will display Rail head storage list.
5. Select any Railhead storage and give number bags to be loaded into it.
6. Click on “Save” button

10% weighment for Rail siding

In Rail siding 10% wagons are marked as Test wagon which will be used for calculating the total quantity in rake.

Following is the process

1. Token Creation
2. Gatepass Issue
3. Capture In-weight
4. Truck loading from Test Wagon
5. Capture Out-weight
6. Stacking from Test weighment truck
7. Gatepass exit

Token Creation

To create a token

1. Login to DepoSoft™ as Gate Officer
2. Navigate to Inward by Rail page
3. Enter Truck Number and Remarks if any
4. Click on “Save” button

Gatepass issue and In-weight steps just similar to other process.

Truck loading from Test Wagon

1. Login to DepoSoft™ as Movement Officer / Shed Manager
2. Navigate to Truck Loading from Test Wagon page

3. Select Special Number
4. Select Wagon Number
5. Select Truck number from the list
6. Enter Number of bags to be loaded into truck
7. Click on “Save” button

Capture Out-weight

Capture out weight for truck which are loaded from test wagon has separate page.

1. Login to DepoSoft™ as Movement Officer / Shed Manager
2. Navigate to Outweight for Test Weighment page
3. Select Truck Number
4. Capture the Gross weight
5. Click on “Submit” button

Stacking from Test Weighment Truck

1. Login to DepoSoft™ as Movement Officer / Shed Manager
2. Navigate to Stacking from Test Weighment Truck page
3. Select Truck Number
4. Select stack from stack plan list and enter number of bags
5. Click on “Submit” button.

Same truck can be used for multiple times by loading into it again without taking another token. After completion of all transaction perform exit Gatepass.

Wagon Unloading at Rail siding

In Rail siding unloaded bags directly stacked into Sheds.

1. Login to DepoSoft™ as Shed Manager
2. Navigate to Stacking from Wagon page
3. Select Special Number
4. Select Wagon Number
5. Edit Number of bags if they are not matching with given count, remaining will be added into transit loss.
6. Select stack from stack plan list and enter number of bags
7. Click on “Save” button.

Direct Issue from Test Wagon

Direct Issue from Test wagon in Rail siding is similar to the Railhead.

1. Login to DepoSoft™ as Movement Officer / Shed Manager
2. Navigate to Direct Issue from Test Wagon page
3. Select Special Number
4. Select Token Number - These are Issue process tokens
5. Select Test Wagon Number and Enter Number of bags are issued from it.
6. Add multiple records if the truck is loaded from multiple wagons.

7. Click on “Save” button.

Direct Issue from Non Test Wagon

This is similar to previous step but in this only non-test wagons will be displayed.

Direct Movement from Test Wagon

DepoSoft™ supports direct movement from rake.

1. Login to DepoSoft™ as Movement Officer / Shed Manager
2. Navigate to Direct Movement from Test Wagon page
3. Select Special Number
4. Select Token Number - These are Movement by Road process tokens
5. Select Test Wagon Number and Enter Number of bags are issued from it.
6. Add multiple records if the truck is loaded from multiple wagons.
7. Click on “Save” button.

Direct Movement from Non Test Wagon

This is similar to previous step but in this only non-test wagons will be displayed.

Rake Unloading Acknowledgement

☒☒After all the wagons are unloaded, acknowledge rake unloading, which makes all changes in DepoSoft™ system.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Rake Unloading Acknowledgement page
3. Select Movement type as Inward
4. Select the special number
5. Verify all wagon details
6. Click on “Save” button.

Rake Release

☒☒Rake release is the final step in Movement by Rail Inward.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Rake Release page
3. Select Movement type as Inward
4. Select the Special Number
5. Enter rake release time - From Rake placement and release time, demurrage charges will be calculated and displayed.
6. Click on “Save” button

☒☒After Rake release, system will send an alert for Demurrage Charges and Wharfage Charges to be paid to Indian railway.☒

Claim Missing Wagon

☒☒ Depot Manager will claim for missing wagons.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Claim Missing Wagon page
3. Select the Special Number
4. Select the wagon number
5. Check Claim Raised
6. Click on “Submit” button

☒☒ After claim for missing wagon alert will be sent to District Manager of the dispatching depot and Regional Manager of the receiving depot.☒

MOVEMENT BY SHIP

Overview of Movement by Ship & Riverine

This chapter discusses the steps involved in execution of movement by ship & riverine. DepoSoft™ monitors the dispatch of commodity from one depot to another depot by Ship or Riverine.

Movement Creation

Creation of movement order is done by Regional Staff, which includes all details of commodity and also the dispatching depot and receiving depot. Movement order has to be approved by Regional Manager.

Dispatch

Once the movement order is approved, the source depot will start doing operations for dispatching commodity. This is processed by various Depot staffs to supply the required commodities. All the transaction happening as part of this process is captured in the system.

Receive

Destination depot will receive the commodity sent from source depot, and all the operations are captured in the system.

Coastal Movement Contract Management

Add Coastal Movement Contract

☒☒ In DepoSoft™, HO Staff add the Coastal Movement Contract☒

1. Login to DepoSoft™ as Head Office Movement Staff
2. Navigate to Add Coastal Movement Contract page
3. Select the Source Depot
4. Select the Destination Depot
5. Select the Registered Transporter whom the Contract is being assigned to.
6. Select Start & End Date for contract
7. Enter Tender Name

8. Volume in Metric Tons
9. Distance in Kilometers
10. Rate Per Metric Ton
11. Total Volume in Metric Tons
12. Click on “Save” button.

Approve Coastal Movement Contract

☒☒All coastal movement contracts added by Movement staff will go through the approval process. GM (Movement) will check and approve/reject them.☒☒

View Coastal Movement Contracts

☒☒Head Office Movement staff, the Zonal, Regional, Area and Depot Managers of both the Source and the Destination can view the Coastal Movement Contracts.☒

Movement Order Creation

Movement Orders are created by Regional Staff, following are steps

Add Ship Movement

☒☒To add Movement by Ship or Riverine☒

1. Login to DepoSoft™ as Regional Staff
2. Navigate to Add Movement By Ship page
3. Enter following details
 - a) Friendly Name
 - b) Source Port & Source Depot - Select the Port Name and the Depot Name.
 - c) Destination Port & Destination Depot
 - d) Vessel / Special / IMO Number
 - e) Number of Containers
 - f) Total Quantity - Enter the total quantity in quintals to transfer
 - g) Commodity & Variety - Select commodity & variety to deliver
 - h) Start & End Date - Select Start and end date for this movement to happen.
4. Click on “Save” button.

Movement Approval

☒☒To approve Movement by Ship or Riverine☒

1. Login to DepoSoft™ as Regional Manager
2. Navigate to Add Movement By Ship page

Dispatch from Source Depot

Movements will be displayed details page once the regional manager approves it. He can verify the commodity and quantity details.

Indent Registration

☒☒To register Indent for Movement by Ship or Riverine☒

1. Login to DepoSoft™ as Source Depot Manager
2. Navigate to Movement by Ship ☒☒Indent Registration
3. Enter the Details of the Indent and Submit.

An Alert will be sent if the Depot Manager fails to register indent before configured number days from the start date of Ship Movement. If the Indent is registered but the Loading is not started before the configured number of days, then the Depot Manager receives an alert.

Ship Placement

☒☒To update Ship placement time details☒

1. Login to DepoSoft™ as Movement Coordinator
2. Navigate to Ship Placement page
3. Select Movement Type as Outward
4. Select particular vessel / ship / IMO number from the list
5. Enter following details
 - a) Placement Time - Select date and time of Ship arrival, which will be used further for calculating demurrage charges
 - b) Demurrage Free Time (Hrs) - Number of free hours for loading / unloading Ship
 - c) Wharfage Free Time (Hrs)
 - d) Additional Free Time (Hrs) - Additional free time for demurrage charges
6. Click on “Save” button

☒☒After Ship placement is done, System will send an alert for loading the Ship within the allocated time.☒☒

Movement by Ship / Riverine Dispatch Process at Depot

The Following are the steps included in the process of loading of Containers/Trucks from the Depot and sending to the Port

- 1) Create Token
- 2) Issue Gate pass
- 3) Capture In-weight
- 4) Loading
- 5) Update Moisture
- 6) Capture Out-weight
- 7) Generate Truck chit
- 8) Exit Gate pass

Token Booking

☒☒To create a Token☒

1. Login to DepoSoft™ as Gate Officer

2. Navigate to Create Movement Outward Token page
3. Fill following details
 - a) Enter Truck number
 - b) Movement Type - Select option By Ship
 - c) Select the Port
 - d) Friendly Name
 - e) Container Number (optional)
 - f) After selecting the movement all the information will be loaded on the page. It also loads up the Coastal Movement Contractor.
4. Click on “Save” button.

After token issue all the process is similar to Release Order. So Refer to Release Order execution for remaining steps. However in case double bagging is recorded for the Token then the system will take care of considering the double bagging in calculating the net weight of the commodity accordingly.

Double Bagging (Optional)

Optionally, the Commodity can be packed in Double bags which can be recorded in the system as follows:

1. Login to DepoSoft™ as Shed Manager / Shed Incharge
2. Navigate to Shed Management Double Bagging
3. Select the Token Number
4. Enter the number of additional bags that were used.
5. Click on “Submit” button.

The system also facilitates the Double Bagging actiy performed by the Labour Gang using the Gang Usage page.

Loading Acknowledgement

To acknowledge the loading of Containers into the Ship

1. Login to DepoSoft™ as Movement Coordinator
2. Navigate to Movement by Ship Loading Acknowledgement
3. Select the Ship / Riverine Movement
4. Review the Container-wise Commodity Loading Statement
5. Enter the name of the Squad / Inspection Officer / Escort for the loading acknowledgments
6. Any Remarks regarding the Loading
7. Click on “Submit” button.

Also, the Movement Coordinator / Depot Manager will receive alerts if the Loading Acknowledgement of the Ship is not completed within the configured time. Also, as soon as

the Loading is acknowledged by the Source Depot, the Depot Manager of the destination depot will get an alert with the loading information.

Adequate Reports are provided in the system that can be configured to show the Loading Statements to the Source Depot/Area/Regional Office and the destination Depot / Area / Regional Office.

Ship Release

☒☒Ship release is the final step in Movement by Ship Outward.☒

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Ship Release page
3. Select the Vessel / Ship / IMO Number
4. Enter Ship release time - From Ship placement and release time, demurrage charges will be calculated and displayed.
5. Click on “Save” button

Receipt at Destination Depot

After the Ship reaches the Destination, the Containers will be loaded into Trucks by the Coastal Movement Contractor and transported to the Destination Depot. Token for the Truck that the is carrying the commodity from the Port can either be created at the Gate of the Depot using the Web Portal or can also be done at the Port using the Tablet application.

The Following are the steps included in the process of receipt at Depot

- 1) Ship Placement
- 2) Create Token
- 3) Issue Gate pass
- 4) Capture In-weight
- 5) Quality Analysis
- 6) Stacking
- 7) Capture Out-weight
- 8) Update Register
- 9) Exit Gate pass
- 10) Ship Release

In destination depot all the steps are similar to Movement by Road except for the Create Token

Ship Placement

☒☒To update Ship placement time details☒

1. Login to DepoSoft™ as Movement Coordinator

2. Navigate to Ship Placement page
 3. Select Movement Type as Inward
 4. Select particular vessel / ship / IMO number from the list
 5. Enter following details
 - a) Placement Time - Select date and time of Ship arrival, which will be used further for calculating demurrage charges
 - b) Demurrage Free Time (Hrs) - Number of free hours for loading / unloading Ship
 - c) Wharfage Free Time (Hrs)
 - d) Additional Free Time (Hrs) - Additional free time for demurrage charges
 6. Click on “Save” button
- ☑☑After Ship placement is done, System will send an alert for loading the Ship within the allocated time.☑

Create Token

☑☑To Create a Token for the incoming truck from Port:☑

1. Login to DepoSoft™ as Gate Officer or Movement Coordinator.
2. Navigate to Create Token for Inward page
3. Select the Ship / Riverine Movement
4. Select the Container Number
5. Enter the Truck Number

After this gate pass and other steps mentioned above are similar to Movement by Road. Once after Capture out-weight is done then we have a last step which makes all changes in system records.

Unloading the Containers at the Port

☑☑To acknowledge the unloading of all the Commodity at the Depots:☑

1. Login to DepoSoft™ as Movement Coordinator
2. Navigate to Movement by Ship ☑☑Unloading Acknowledgement
3. Select the Ship / Riverine Movement
4. Review the Container-wise Unloading Statement
5. Enter the name of the Squad / Inspection Officer / Escort for the unloading acknowledgments
6. Any Remarks regarding the unloading
7. Click on “Submit” button.

Also, the Movement Coordinator / Depot Manager will receive alerts if the Unloading Acknowledgement of the Ship is not completed within the configured time.

Ship Release

☒☒ Ship release is the final step in Movement by Ship Outward.

1. Login to DepoSoft™ as Movement Officer
2. Navigate to Ship Release page
3. Select the Vessel / Ship / IMO Number
4. Enter Ship release time - From Ship placement and release time, demurrage charges will be calculated and displayed.
5. Click on “Save” button

CHAPTER 18

Movement Planning & Optimization

Overview of Movement Planning & Optimization

This chapter discusses the steps involved in execution of movement planning and optimization process. DepoSoft™ monitors the planning of dispatch of commodity between multiple depots.

Monthly Record Update at Regional Level

The system first automatically updates the monthly stock history records for all the regions with the last month procurement, last month offtake, movement inward and movement outward for each Commodity.

Creation of Inflow Outflow Statement

The creation of Inflow Outflow Statement for each Region will be initiated by the Regional GM with the following information that needs to be entered by the Regional GM for each commodity:

Anticipated Procurement for the current month based on the historical data, the quality of crop expected etc.

Anticipated Offtake for the current month based on the Release Orders that are being issued or expected to be issued.

Similarly anticipated Procurement and Offtake for the next month (the month for which the planning is being done) and planned Inward / Outward movement for the next month.

Depot-wise Inflow Outflow Plan

Based on the Inflow Outflow Plan approved, the Regional office can plans the amount of commodity that needs to be moved to/from each of the Depots week-wise. The Regional GM reviews the plan, modifies it if necessary and submit the plan.

Movement Optimization

The Depot-wise Inflow Outflow plan will be passed through the Movement Optimization process to determine the optimal Movement Plan for the month. The System sends alerts to all the Regional GMs when the optimal Movement plan is generated. The Movement plan generated by the Movement Optimization process can also be overridden if necessary with the required approvals.

Movement Planning

For movement planning following are steps

Monthly Record Update at Regional Level

The system automatically updates the monthly stock history records of the previous month at the start of every month for all the regions with the following information for each Commodity: The Procurement value as the sum total of the procured commodity across all the Depots in the region from all sources in the previous month. Similarly the Offtake will be updated as the sum total of all the Offtake from all the Depots in the region for all the schemes in the previous month.

Movement Inward = $\text{Max}(0, \text{sum}(\text{total Depot Inward for the previous month}) - \text{sum}(\text{total Depot Outward for the previous month}))$

Movement Outward = $\text{Max}(0, \text{sum}(\text{total Depot Outward for the previous month}) - \text{sum}(\text{total Depot Inward for the previous month}))$

Inflow Outflow Statement Creation

☒☒ To create Inflow Outflow Statement ☒

1. Login to DepoSoft™ as Regional GM
2. Navigate to Add Inflow Outflow Statement page
3. Enter following details
 - a) Commodity - Select the commodity from the list. As soon as the Commodity is selected the System will show the values for previously saved values if any.
 - b) Anticipated Procurement - Procurement for the current month based on the historical data, the quality of crop expected etc.
 - c) Anticipated Offtake - Offtake for the current month based on the Release Orders that are being issued or expected to be issued.
 - d) Planned Inflow - $\text{Movement Inward} = \text{Max}(0, \text{sum}(\text{total Depot Inward}) - \text{sum}(\text{total Depot Outward}))$
 - e) Anticipated Outflow - $\text{Movement Outward} = \text{Max}(0, \text{sum}(\text{total Depot Outward}) - \text{sum}(\text{total Depot Inward}))$
4. Click on “Submit” button.

☒☒ System sends Alerts to the Regional GM if the IO statement is not submitted by the Region before 21st of each month. ☒☒

Edit Inflow Outflow Statement

☒☒ To modify Inflow Outflow Statement ☒

1. Login to DepoSoft™ as Regional GM
2. Navigate to Edit Inflow Outflow Statement page
3. Can modify following details
 - a) Anticipated Procurement - Procurement for the current month based on the historical data, the quality of crop expected etc.

- b) Anticipated Offtake - Offtake for the current month based on the Release Orders that are being issued or expected to be issued.
 - c) Anticipated Inflow - Movement Inward = Max (0, sum (total Depot Inward)-sum (total Depot Outward))
 - d) Anticipated Outflow - Movement Outward = Max (0, sum (total Depot Outward) - sum (total Depot Inward))
4. Click on “Submit” button.

Movement Plan Creation

☒☒To create Movement Plan☒

1. Login to DepoSoft™ as ED(Transport)
2. Navigate to Movement Plan Creation page
3. ED (Transport) can review and approve the IO Statements for each of the Regions. After approving movement plan will be finalized.
4. Can modify following details of IO Statement of any region
 - a) Anticipated Procurement for Current Month
 - b) Anticipated Offtake for Current Month
 - c) Anticipated Procurement for Next Month
 - d) Anticipated Offtake for Next Month.
 - e) Planned Inflow / Outflow for Next Month
 - f) Reasons - If ED is modify any value, system will enforce him to give the reason.
5. After approval of all IO statement, ED can initiate movement optimization for all the depot across the country. Click on “Initiate” button.
6. Click on “Submit” button.

☒☒Once the Inflow-outflow statement is approved, all the Regional GMs will be alerted.

Depot-wise Inflow Outflow Plan

☒☒Based on the Inflow Outflow Plan approved, System will suggest amount of commodity that needs to be moved to/from each of the Depots.☒

☒☒The Net Movement inward/Outward should match the Movement Plan approved by the HO. The Regional GM reviews the plan, modifies it if necessary and submit the plan.☒

☒☒The Regional GM is alerted if the Depot Wise Inflow Outflow plan is not finalized by the fixed date.☒

☒☒The ED (Transport) is alerted when all the Regional GMs submit the Depot Wise Inflow Outflow Plan.☒

☒☒The ED can review the Depot-wise Inflow Outflow plans of all the Regions, suggest any changes to the Regional GMS and finally approve it.

Movement Optimization

The Depot-wise Inflow Outflow plan will be passed through the Movement Optimization process to determine the optimal Movement Plan for the month. System will do the movement optimization process is backend once after it is initiated.

Movement Optimization Process

At the end of the Movement Planning process, the Movement Plan captures the amount of commodity that needs to be moved into or out of the different Depots across the country.

Classify the Depots into two sets Surplus (ready to move commodity outward) and Deficit (ready to accept commodity inward). Some Depots that have just sufficient stock and don't need to move commodity inward or outward, can be excluded from both these sets and will not be part of the movement plan.

Let us assume that the number of Surplus depots is 'm' and the number of Deficit depots is 'n'.

Determine the least cost of transporting a MT of commodity from a Surplus to Depot to each of the Deficit depot, i.e. the least cost for each of the m x n combination of depots. (Assuming there are 1000 Deficit and 800 Surplus Depots, that will be 8, 00,000 combinations). The least cost is calculated considering all modes of Transport i.e. road, rail, ship and river. Refer to below section for information about the different costs that we will be considered for different modes of transport.

These combination and costs we can pass existing linear programming software and get the result.

However, System has its new algorithm that can be also used to find the optimal movement plan. Algorithm described in below (Out of box algorithm) section.

Movement Cost Parameters

The following are the different cost factors that will be considered for different modes of transport while determining the least cost of movement between a pair of depots:

Movement by Road:

- o Cost of Transportation of commodity based on the existing Transport Contracts if any and the distance between the Depots.
- o Handling charges at the Destination Depot for direct stacking of the Bags from the Trucks
- o Handling charges at the Source Depot for direct loading of the Bags into the Trucks from the Stacks.

Movement by Rail:

- o Cost of Transportation of commodity based on the prevailing Freight Tariff from Railways and the Distance between the Rail heads.
- o Cost of Transportation of commodity from the Rail head to the Depot based on the existing Transport Contracts in case of Destination Depots without Sidings.

- o Cost of Transportation of commodity from the Depot to Rail head based on the existing Transport Contracts in case of Source Depots without Sidings.
- o Handling charges at the Destination Depot for direct stacking of the Bags from the Trucks and also the handling charges at the rail head for direct loading of the bags from Wagons to trucks in case of Destination depots without Siding.
- o Handling charges at the Destination depot for direct stacking of the Bags from the Wagons in case of Destination depots with Siding.
- o Handling charges at the Source Depot for loading of the bags into the trucks from the stacks and also handling charges at the rail head for direct loading of the wagons from trucks in case of Source depots Without siding.
- o Handling charges at the Source depot for direct loading of the bags from the stacks to the Wagons in case of Source depots with siding.

Movement by Ship & Riverine

- o Cost of transporting the commodity based in the Existing Coastal (or Riverine) Movement Contracts if any.
- o Handling charges at the Source Depot for direct loading of the containers from the stacks.
- o Handling charges at the Destination depot for direct stacking of the bags from the containers to stacks.
- o Handling charges at the Source depot for double bagging of the bags if not covered by the Movement contractors.
- o Handling charges at the Destination depot for debagging of the outer bag if not already covered by the Movement contractors.

Movement Cost Basis and Setup

Distance among Depots, Railhead, Port

The System will take the distance from transport contract created between depot to depot or depot to railhead or railhead to railhead or depot to port.

Railway distance and freights between a pair of stations

The System will have plugin to communicate with FOIS server and based on rail station code and commodity it will fetch the distance and freight charges between a pair of depots. At the time of provisioning of the Depots, each Depot will be configured with the station code (or name) of the station (rail head or siding).

However system allow user to change the distance manually.

Optimization Algorithm

Set of depot, railhead and cost between will be the input for graph for finding the shortest path from each node to other. This graph theory works based on Johnson's Algorithm.

Based on graph theory, system will find out minimum path and cost between all surplus and deficit depots.

Cost between surplus and deficit depot, supply and demands quantity will be given as input to VAM (Vogel's Approximation Method) Algorithm. This algorithm is used to solve Transportation Problem.

This algorithm will tell the how much commodity needs to be moved into or out of the different Depots across the country in an optimal way.

Overriding Optimal Movement Plans

The Movement plan generated by the Movement Optimization process can be changed if necessary with the required approvals. However, the revised cost should be calculated and compared with the optimal cost to ensure that revised cost is sub-optimal beyond a configured threshold.

CHAPTER -19

IMPORTANT HINTS

- (i) Indents are placed well in advance before the scheduled date of loading and while placing the indent it should be clearly written in the registration form-foodgrains meant for PDS.
- (ii) If the indent is cancelled within 10 days, the railway will forfeit the indent amount.
- (iii) Arrange movement of stocks at the railhead/goods siding well in advance and advance stacking should be done in covered shed at good shed before loading of rake to minimize demurrage.
- (iv) Arrangements should be made for loading by intimating all concerns including HTC, Labour, Staff in advance.
- (v) Proper tare weight of Truck is recorded at lorry weigh bridge and ensure that no suspicious articles are kept in trucks which can help Truck Drivers to manipulate the weight.
- (vi) As far as possible escorts be provided with convoy of Trucks from depot to Goods Shed and vice-versa.
- (vii) When Truck reaches at Goods shed loading Supervisory Staff should check/count the number of bags with Truck chit.
- (viii) Before loading of wagons inspect the wagons to make sure that the wagons supplied by the railway are fit in all respect and will not affect the consignment while in transit.
- (ix) Wagons must be properly cleaned & no dust remains in wagons before loading. Also if panel cut, body cut found, intimate to Goods Supervisor/Station Master for repair and if repair is not done then reject the wagon(s).
- (x) As soon as loading of wagon is completed the convoy note in the prescribed form indicating the full booking particulars i.e. Station from and to, Name of the Consignor and Consignee, Commodity, No. of bags, Weight, Wagon No. Remarks, if any, recorded on the RR and Name of officials is tagged with a bag near the door at conspicuous place.

(xi) Ensure that Rail Head Staff intimates to Manager (Depot) the position of the stocks at the goods shed daily, showing the opening balance, receipts at the goods shed, total dispatches during the day and the balance (bags & weight). The receipts and dispatches at the goods shed, must tally with the dispatches from the depot and those indicated in the Railway receipts.

(xii) Ensure that the Register of Wagons loaded at Railhead, mentioning particulars of receipts of bags at railhead, relevant information about wagons in which bags are loaded, particulars of relevant Gate Pass/Truck Chits, the name of the shed etc. is maintained properly.

(xiii) In case of “Said to contain RRs” issued by the Railway ensure that railhead in charge affixes FCI seal in addition to railway seal. Railway seal should be affixed on the Card Labels prepared by them indicating wagon No. with owing Railway and complete booking particulars. One Card Label should also be put in the Pocket of the wagon.

(xiv) Load wagons up-to-full permissible carrying capacity of wagon as per the route and commodity or to the extended capacity allowed by the Railway. Don't overload the wagon as excess loading would invite penal charges.

(xv) As far as possible avoid rebooking and if it becomes absolutely unavoidable on some technical grounds by the Railway or in emergency by the FCI, all concerned officers of FCI & Railway should be kept informed.

(xvi) Watch the expected arrival of rake & get information from Railway from time to time.

(xvii) Depending upon the expected arrival of rake, Staff & Labours may be called at early hours, if required, by issuing office order. Also inform the HTC for advance arrangements Trucks/Labour etc.

(xviii) At the time of unloading of wagons ensure that wax seals / labels of the railway & FCI are minutely examined by the railhead staff in regard to the impression of the loading station. In case of any of the Railway Seal is found to be defective or deficient or missing or having impression of the station other than the original loading station, these facts must be brought to notice of Railway authorities in writing and such wagons should be opened and unloaded in presence of Railway Staff.

(xix) In case shortage or damage to food grain is noticed at the time of unloading of wagons whose seal have been found to be defective / broken or whose panel floor or the body bears any cut etc. it must be ensured that the Railway issue Shortage/Assessment Certificate and necessary remarks in this regard is also given in the Delivery book. In case of any disagreement with the Railway or their refusal to issue such certificate, the matter should be reported to the Area Manager for further directions.

(xx) RR to be checked properly, and in case excess freight is paid inform consignor for lodging the claim against the originally booked station.

(xxi) At the time of unloading if any wagon(s), found missing; then Non Delivery Certificate should be obtained from Goods Supervisor / Station Master immediately after unloading of rake.

(xxii) While unloading, Convoy notes should be collected from all the wagons and no. of bags to be counted wagon wise while unloading & loose grains if any found to be collected, properly cleaned then fill it in slack/loose bags and send it to depot.

(xxiii) Shall sign the “Railway Delivery Book” for no. of bags unloaded against the wagons and obtain “Physical Delivery Certificate” (PDC) from Rly.

(xxiv) Technical Staff should also be available while unloading of rakes to check wagonwise damaged, water affected, quality, infestation in the stock and to intimate consignor within prescribed time limit regarding quality of foodgrains & lodging the LAS (Loss Assessment Statement) accordingly. Stocks should be lifted immediately from platform to avoid wharfage charges.

(xxv) In case HTC is responsible for D/C & W/C, the same to be incorporated in HTC bills while forwarding it to District Office for payment, for affecting recovery.

(xxvi) If no space is available on the platform or any untoward act beyond the control of FCI, Railway should be informed in writing and same should be incorporated with waiver appeal of D/C & W/C.

(xxvii) Load the trucks with proper counting of bags & truck chit to be issued accordingly. Truck should be properly lashed with ropes & covered with tarpaulins.

(xxviii) It should be ensured that no loose grains is lying in the truck, after unloading.

(xxix) Railway and FCI seals should be preserved till the dispute, if any, are settled.

(xxx) Ensure that receiving depots intimate to the dispatching depots by FAX/Speed Post/e-mail about any shortage noticed in the consignment at the time of unloading of wagons. After this detailed documents such as seal intact certificates, delivery book remarks, wagon-wise number of bags, weight received etc. should be collected and sent to the dispatching depots as supporting documents.

(xxxi) Loading/unloading of wagons/specials and removal of stocks from the platform is done within the prescribed freetime allowed by the Railway to avoid demurrage & wharfage. Applications for waiver giving full justification should be made in case any demurrage/ wharfage is incurred. Other claims including missing wagons/shortage/damaged stocks be also lodged within the prescribed time and pursued vigorously.

CHAPTER -20

IMPORTANT DEFINITIONS

(i) **Consignee** :- Consignee is the recipient of the consignment and is named as consignee in a railway receipt.

(ii) **Consignor** :- The person, named in a railway receipt as consignor, by whom or on whose behalf goods covered by the railway receipt are entrusted to a railway administration.

(iii) **Forwarding note**:- The document executed under section 64 of the Railway Act 1989 by the consignor showing the number, description and weight of articles being transported and prepared at the time of dispatching of stock.

(iv) **Railway Receipt** :- The receipt issued under section 65 of Railway Act 1989 for the quantity loaded and freight paid for particular route & destination.

(v) **Demurrage** :- The charge levied for the detention of any rolling rakes/wagons after the expiry of the free time, if any, allowed for such detention.

(vi) **Wharfage** :- The charge levied on goods for not removing them from the railway Goods shed after the expiry of the free time for such removal.

(vii) **Carrying Capacity** :- The total quantity of traffic/stocks that can be loaded into a wagon. It differs from route to route, commodity to commodity and wagon to wagon.

(viii) **Operating Restriction** :- Restrictions imposed by the Railway or the Railway Board for a particular station or a group of stations or for a route or junction wherever due to operational reasons, the railway administration is temporarily not in a position to accept wagons for those destinations or routes.

(ix) **Civil Restrictions** At times State Government or the Central Government impose the restriction on the movement of certain commodity which cannot be despatched to either any, or some specified destination until they are covered by a special permit issued by a competent authority.

(x) **Transshipment Point** :- Points which are served by both Broad gauge and meter gauge and where the contents of a wagon of one gauge are transferred to a wagon of the other gauge are called transshipment point e.g. Lumding in Assam.

(xi) **Siding** :- An existing of the railway track laid out to facilitate handling of the traffic of a government department like FCI, any factory, mill or other commercial establishment under a special agreement entered into which the concerned zonal railway is called a 'siding'.

(xii) **Missing and Unconnected wagons**:- A wagon which does not reach its originally booked destination within due time is described as a 'missing wagon'. Unconnected wagons are those wagons, whose booking particulars may or may not be available and whole contents are delivered at a station whether on execution of an indemnity note or otherwise.

(xiii) **Priority 'A'** : Military Traffic, when sponsored by MILRAIL and approved by Railway Board.

(xiv) **Priority 'B'** :(1)Goods for emergency relief work by victims of natural calamities, like floods, drought, earth-quake etc. when sponsored by an officer not below the rank of Deputy Secretary of Central/State Government or a non-official organization nominated by the Central/State Government and accepted by the originating Zonal Railway or Railway Board. (2) Foodgrains and levy sugar for Public Distribution System or other welfare schemes sponsored by Food Corporation of India and approved by Zonal Railway/Railway Board. Proposals for sponsorship of any other commodity by a Central Government Agency will require specific approval of Railway Board.

(xv) **Priority 'C'**: All Programmed traffic of coal, Raw material to steel plants, fertilizer, POL commodities when sponsored and accepted by authorities.

(xvi) **Priority 'D'**: All traffic not included in priority 'A' to 'C'.

(xvii) **Covered Wagons** :- The wagon which has a roof and can be closed and secured from by side, sealed and if required, pad locked are covered wagons such a wagon efforts protection against rain, inclement wagon & other outside interference.

(xviii) **Open Wagon** :- Wagons which does not have a roof and contents are susceptible not only to damage by rain and inclement weather but also pilferage are open wagons.

(xix) **'Said to Contain'** :When the railway staff do not inspect the consignment and railway receipt :- charge the freight on the basis of the weight declared by the consignee then the railway receipt issued by the railway is 'said to contain' railway receipt.

(xx) **Clear 'RR'** :- when the railway staff have the opportunity to supervise the consignment at the time of loading, the railway will issue clear railway receipt specifying the number of bags loaded in the wagon.

(xxi) **Train load** :- When the FCI booked full rake then freight is charged on train load basis. In case full rake is not booked and only some wagons are booked then the freight is charged on wagon load basis which is more than the freight charge on train load.

(xxii) **Claim withdrawn** :- Claim lodged by a Depot Officer, but subsequently withdrawn, the competent authority having come to the conclusion that the Claim was untenable.

(xxiii) **Claim repudiated** :- Claim lodged by a Depot Officer and rejected by Railway, and such repudiation accepted by the competent authority, and case considered fit to be dropped.

(xxiv) **Claim settled**:- Claim lodged and accepted by the Railway in full, or in part, and in the case of the latter, the Railway's decision having been found acceptable to the F.C.I. Since part acceptance can include cases where a Claim may have been lodged at higher value but accepted by the Railway, after checking of rates etc., for a lesser amount, care should be exercised to prefer claims for value as nearly correct as possible.

(xxv) **Claim adjusted**:- Claim adjusted would include Claims lodged with the Railway and subsequently adjusted against excess receipts or other unconnected consignments delivered to the Food Corporation of India.

(xxvi) **Gauge** :- The distance between the rails of a track measured from inside edge to inside edge of the rail heads. (a) Broad Gauge :- When the width is 1.44 meter. (b) Meter Gauge :- When the width is 1 meter. (c) Narrow Gauge :- When the width is 0.79 meter.

(xxvii) **Block Rake** :- A freight rake that contains only one commodity e.g. foodgrains in all the wagons for one destination. Indian Railway prefers block rakes as these are not delayed because of loading or unloading enroute.

(xxviii) **Hand Shunting** :- It refers to the instances where a single wagon is moved by human labour – several labours pushing on the wagon.

(xxix) **Megablock** :- A large-scale traffic block for engineering work or other reasons.

(xxx) **Rationalized route** :- A pre-determined route between a pair of points that Indian Railway uses to compute freight charges for a consignment, regardless of whether the consignment actually uses that routes or a different, possibly shorter route.

CHAPTER -21

IMPORTANT SECTIONS OF THE RAILWAY ACT 1989

Section 64: Forwarding note- (1) Every person entrusting any goods to a railway administration for carriage shall execute a forwarding note in such form as may be specified by the Central Government:

Provide that no forwarding note shall be executed in the case of such goods as may be prescribed.

(2) The consignor shall be responsible for the correctness of the particulars furnished by him in the forwarding note.

(3) The consignor shall indemnify the railway administration against any damage suffered by it by reason of the incorrectness or incompleteness of the particulars in the forwarding note.

COMMENTS

A forwarding note is a necessary condition precedent to the entrusting of any goods to a railway administration for carriage.

The consignor is responsible for the correctness of the particulars furnished in the forwarding note.

The railway administration has to be indemnified by the consignor against any damage suffered by it due to any defective particular furnished in the forwarding note.

Section 65: Railway receipt- (1) A railway administration shall,-

(a) in a case where the goods are to be loaded by a person entrusting such goods, on the completion of such loading; or

(b) in any other case, on the acceptance of the goods by it, issue a railway receipt in such form as may be specified by the Central Government.

(2) A railway receipt shall be prima facie evidence of the weight and the number of packages stated therein:

Provided that in case of a consignment in wagon-load or train-load and the weight or the number of package is not checked by a railway servant authorized in this behalf, and a statement to that effect is recorded in such railway receipt by him, the burden of proving the weight or, as the case may be, the number of packages stated therein, shall lie on the consignor, the consignee or the endorsee.

COMMENTS

A railway administration is bound to issue a railway receipt (RR) to the person who has entrusted any goods to it for carriage. A railway receipt is prima facie of the weight and they number of packages state therein.

In the case of consignment in wagon-load or train-load the burden of proving the weight or the number of packages stated in the railway receipt lies on,-

- (i) the consignor, or
- (ii) the consignee, or
- (iii) the endorsee.

Section 73: Punitive charge for overloading a wagon.- Where a person load goods in a wagon beyond its permissible carrying capacity as exhibited under sub-section (2) or sub-section (3), or notified under sub-section (4), of section 72, a railway administration may, in addition to the freight and other charges, recover from the consignor, the consignee or the endorsee, as the case may be, charges by way of penalty at such rates, as may be prescribed, before the delivery of the goods:

Provided that it shall be lawful for the railway administration to unload the goods loaded beyond the capacity of the wagon, if detected at the forwarding station or at any place before the destination station and to recover the cost of such unloading and any charge for the detention of any wagon on this account.

COMMENTS

Where a person loads goods in a wagon beyond its permissible carrying capacity – exhibited or notified – a railway administration is empowered,-

- (i) to charge by way of penalty at the prescribed rates in addition to the freight and other charges before the delivery of the goods; or
- (ii) to unload the goods loaded beyond the capacity of the wagon if detected between the forwarding station and the destination; and

(iii) to recover the cost of unloading and any charge for the detention of any wagon on this account; from (i) the consignor, (ii) the consignee or (iii) the endorsee, as the case may be.

Section 74 : Passing of property in the goods covered by railway receipt.- The property in the consignment covered by a railway receipt shall pass to the consignee or the endorsee, as the case may be, on the delivery of such railway receipt to him and he shall have all the rights and liabilities of the consignor.

Section 76 : Surrender of railway receipt.- The railway administration shall deliver the consignment under a railway receipt on the surrender of such railway receipt :

Provided that in case the railway receipt is not forthcoming, the consignment may be delivered to the person, entitled in the opinion of the railway administration to receive the goods, in such manner as may be prescribed.

COMMENTS

The railway administration has to deliver the consignment on the surrender of railway receipt to it.

However, it may deliver the consignment to such a person who is entitled to receive the consignment, but subject to certain terms and conditions.

Section 80 : Liability of railway administration for wrong delivery.- Where a railway administration delivers the consignment to the person who produces the railway receipt, it shall not be responsible for any wrong delivery on the ground that such person is not entitled thereto or that the endorsement on the railway receipt is forged or otherwise defective.

COMMENTS

The railway administration is absolved of any of its liabilities when it delivered the consignment to the person who had produced the railway receipt.

Section 81: Open delivery of consignments.- Where the consignment arrives in a damaged condition or shows signs of having been tampered with and the consignee or the endorsee demands open delivery, the railway administration shall give open delivery in such manner as may be prescribed.

COMMENTS

The railway administration is found to give 'open delivery' of the consignment if the consignee, or the endorsee, has demanded 'open delivery'.

Where,-

- (i) The consignment has arrived in a damaged condition; or
- (ii) The consignment has shown signs of having been tampered with, An 'open delivery' thereof may be demanded.

Section 82: Partial delivery of consignments.-(1) The consignee or endorsee shall, as soon as the consignment or part thereof is ready for delivery, take delivery of such consignment or part thereof notwithstanding that such consignment or part thereof is damaged.

(2) In the case of partial delivery under sub-section (1), the railway administration shall furnish a partial delivery certificate, in such form as may be prescribed.

(3) If the consignee or endorsee refuses to take delivery under sub-section (1), the consignment or part thereof shall be subject to wharfage charges beyond the time allowed for removal.

COMMENTS

The railway administration is bound to furnish a partial delivery certificate to the consignee, or the endorsee, who has taken part of the consignment. In case the consignee, or the endorsee, has refused to take delivery of the consignment or part thereof within the freetime allowed for removal, it shall be subjected to wharfage charges.

This section requires the consignee, or the endorsee to take the delivery to the consignment or part thereof even if it is damaged.

Section 84 : Unclaimed consignment.- (1) If any person fails to take delivery of-

- (a) Any consignment; or
- (b) The consignment released from detention made under sub-section (1) of section 83; or
- (c) Any remaining part of the consignment under sub-section (2) of section 83, such consignment shall be treated as unclaimed.

(2) The railway administration may,-

- (a) in the case of an unclaimed consignment which is perishable in nature, sell such consignment in the manner provided in clause (a) of sub-section (2) of section 83; or

(b) in the case of an unclaimed consignment which is not perishable in nature, cause a notice to be served upon the consignee if his name and address are known, and upon the consignor if the name and address of the consignee are not known, requiring him to remove the goods within a period of seven days from the receipt thereof and if such notice cannot be served or there is a failure to comply with the requisition in the notice, sell such consignment in the manner provided in clause (b) of sub-section (2) of section 83.

(3) The railway administration shall, out of the sale proceeds received under sub-section (2), retain a sum equal to the freight and other charges including expenses for the sale due to it and surplus, if any, of such sale proceeds shall be rendered to the person entitled thereto.

COMMENTS

Sub-section (1) has defined the expression “unclaimed consignment”.

Whereas sub-section (2) (a) authorizes the railway administration to sell the unclaimed consignment at once, sub-section (2) (b) enables it to sell such consignment by public auction.

Section 98 : Goods in defective condition or defectively packed.- (1) Notwithstanding anything contained in the foregoing provisions of this Chapter, when any goods entrusted to a railway administration for carriage-

(a) are in a defective condition as a consequence of which they are liable to damage, deterioration, leakage or wastage; or

(b) are either defectively packed or not packed in such manner as may be prescribed and as a result of such defective or improper packing are liable to damage, deterioration, leakage or wastage,

and the fact of such condition or defective or improper packing has been recorded by the consignor or his agent in the forwarding note, the railway administration shall not be responsible for any damage, deterioration, leakage or wastage or for the condition in which such goods are available for delivery at destination:

Provided that the railway administration shall be responsible for any such damage, deterioration, leakage or wastage or for the condition in which such goods are available for delivery at destination if negligence or misconduct on the part of the railway administration or of any of its servants is proved.

(2) When any goods entrusted to a railway administration for carriage are found on arrival at the destination station to have been damaged or to have suffered deterioration, leakage or

wastage, the railway administration shall not be responsible for the damage, deterioration, leakage or wastage of the goods on proof by the railway administration.-

(a) that the goods were, at the time of entrustment to the railway administration, in a defective condition, or were at that time either defectively packed or not packed in such manner as may be prescribed and as a result of which were liable to damage, deterioration, leakage or wastage; and

(b) that such defective condition or defective or improper packing was not brought to the notice of the railway administration or any of its servants at the time of entrustment of the goods to the railway administration for carriage by railway:

Provided that the railway administration shall be responsible for any such damage, deterioration, leakage or wastage if negligence or misconduct on the part of the railway administration or of any of its servants is proved.

Section 102 : Exoneration from liability in certain cases.- Notwithstanding anything contained in the foregoing provisions of this Chapter, railway administration shall not be responsible for the loss, destruction, damage, deterioration or non-delivery of any consignment,-

(a) when such loss, destruction, damage, deterioration or non-delivery is due to the fact that a materially false description of the consignment is given in the statement delivered under the sub-section (1) of section 66; or

(b) where a fraud has been practiced by the consignor or the consignee or the endorsee or by an agent of the consignor, consignee or the endorsee; or

(c) where it is proved by the railway administration to have been caused by, or to have arisen from-

(i) improper loading or unloading by the consignor or the consignee or the endorsee or by an agent of the consignor, consignee or the endorsee;

(ii) in riot, civil commotion, strike, lock-out, stoppage or restraint of labour from whatever cause arising whether partial or general; or

(d) for any indirect or consequential loss or damage or for loss particular market.

Section 106: Notice of claim for compensation and refund of over-charge.- (1) A person shall not be entitled to claim compensation against a railway administration for the loss, destruction, damage deterioration or non-delivery of goods carried by railway, unless a notice therefore is served by him or on his behalf,-

- (a) To the railway administration to which the goods are entrusted for carriage; or
- (b) To the railway administration, on whose railway the destination station lies, or the loss, destruction, damage or deterioration occurs.

Within a period of six months from the date of entrustment of the goods.

(2) Any information demanded or enquiry made in writing from, or any complaint made in writing to, any of the railway administration mentioned in sub-section (1) by or on behalf of the person within the said period of six months regarding the non-delivery or delayed delivery of the goods with particulars sufficient to identify the goods shall, for the purpose of this section, be deemed to be a notice of claim for compensation.

(3) A person shall not be entitled to a refund of an overcharge in respect of goods carried by railway unless a notice therefore has been served by him or on his behalf to the railway administration to which the overcharge has been paid within six months from the date of such payment or the date of delivery of such goods at the destination station, whichever is later.

COMMENTS

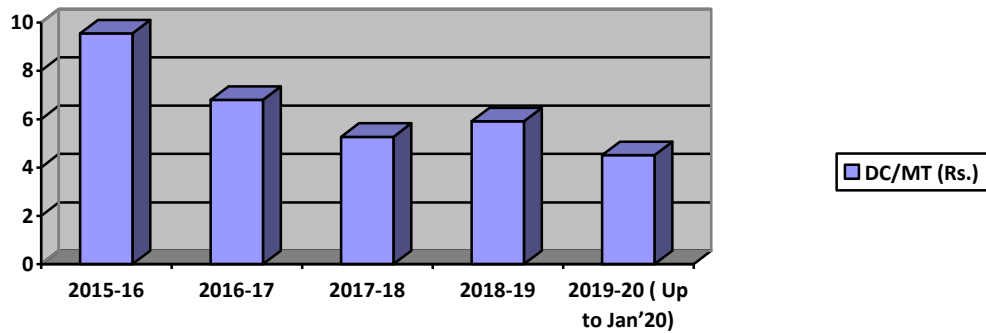
A person who claims compensation against a railway administer for the loss, destruction, damage, deterioration or non-delivery of goods, much served a notice thereof, -

- (a) to the railway administration to which the goods were entrusted for carriage; or
- (b) to the railway administration, on whose railway the destination station lies, or the loss, destruction, damage or deterioration occurred.

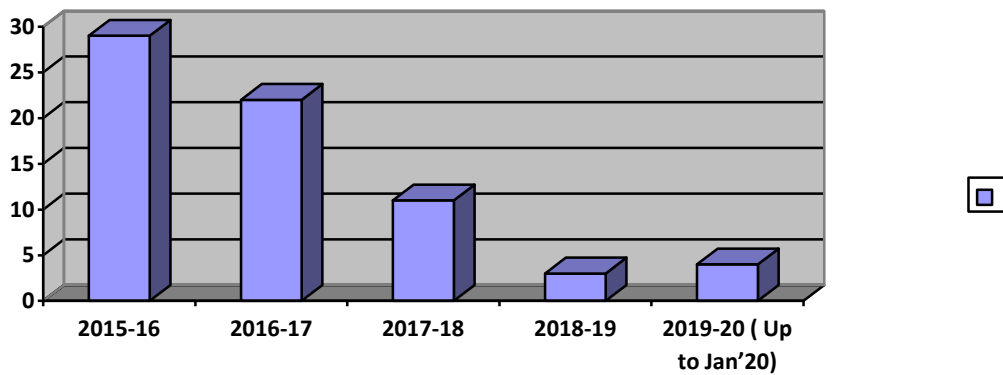
Such notice is required to be served upon either of the railway administration within a period of 6 months (not 180 days) from the date of entrustment of the goods.

CHAPTER -22

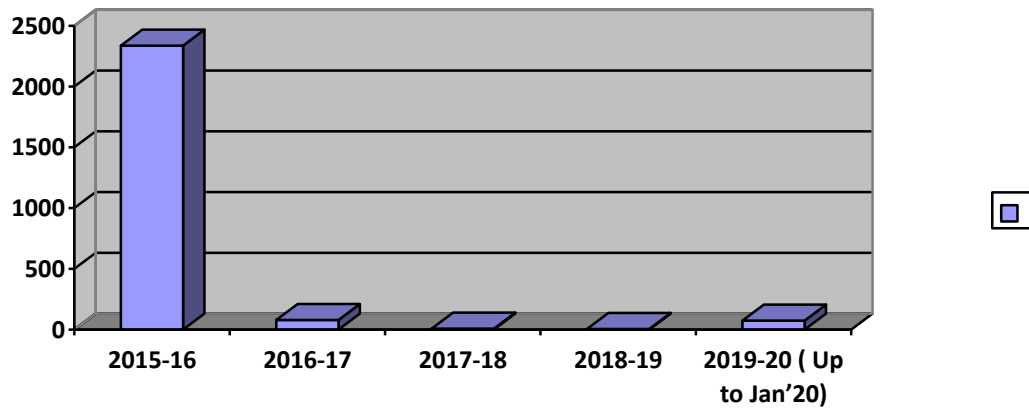
GLIMPSE OF MOVEMENT OPERATIONS IN QUANTITATIVE TERMS



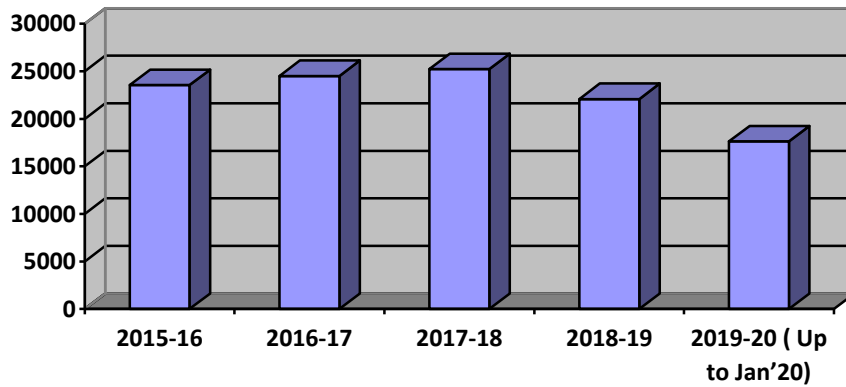
No. of Rakes rebooked



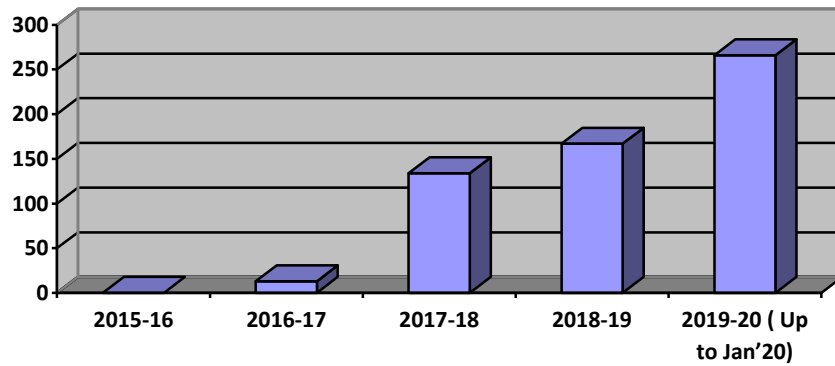
Amount (In Cr. Rs) for rebooking of rakes



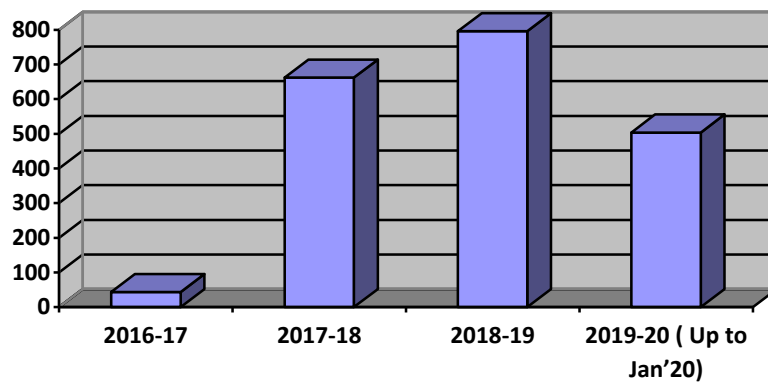
No of Rakes handled



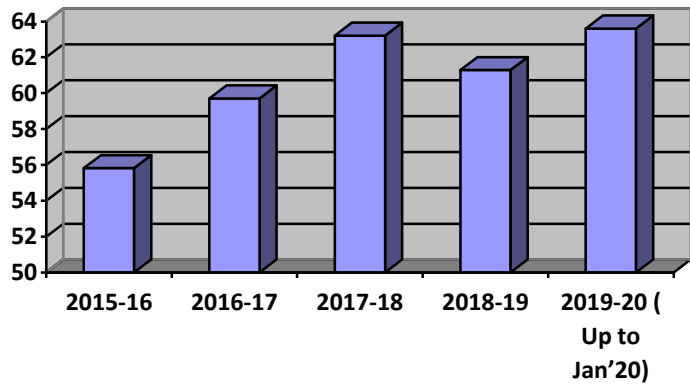
Number of Containerised Rakes Moved



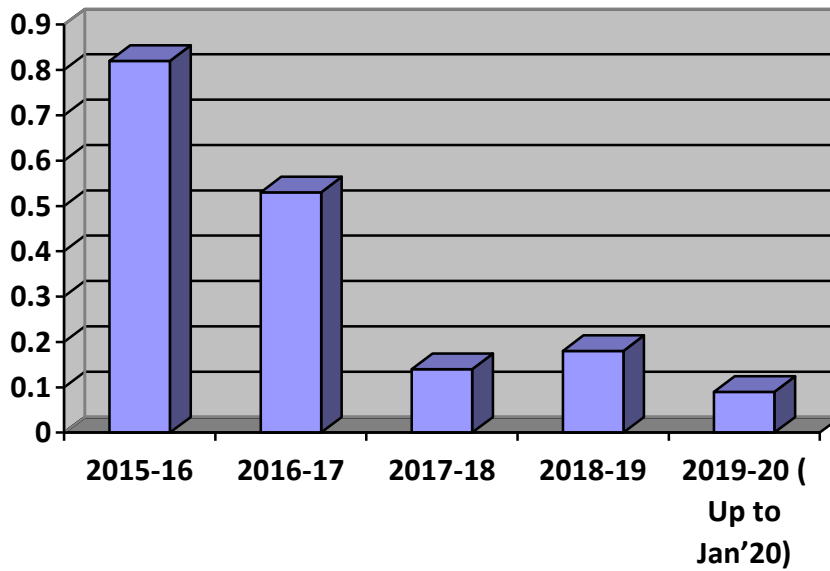
Freight Saving due to containerisation (In Cr.Rs.)



Rakes Loaded/Unloaded in Free time (%)



%of Rakes Loading/Unloading beyond 50 Hrs.



CHAPTER -23

ABBREVIATIONS

1. 'I' Bond - Indemnity Bond
2. C.A. - Competent Authority
3. C.C. - Carrying Capacity/Cash & Credit
4. CAP - Covered And Plinth
5. CBS - Centralized Booking System
6. CCM - Chief Commercial Manager
7. CFTM - Chief Freight & Transport Manager
8. CGS - Chief Goods Supervisor
9. CIP - Central Issue Price
10. CN - Convoy Note
11. COM - Chief Operating Manager
12. CRB - Chairman Railway Board
13. CTL - Cut, Torn, Loose
14. DC - Demurrage Charge
15. DCM - Divisional Commercial Manager
16. DIs - Despatch Instructions
17. DOM - Divisional Operating Manager
18. DRM - Divisional Railway Manager
19. FA & CAO - Financial Advisor & Chief Account Officer
20. FN - Forwarding Note
21. FOIS - Freight Operation Information System
22. HDPE - High Density Polyethylene
23. HTC - Handling and Transport Contractor
24. ITC - Internal Transport Contract
25. LAS - Loss Assessment Statement
26. LRTC - Long Route Transport Contract
27. LWB - Lorry Weight Bridge
28. MCC - Movement Commercial Circular
29. MPL - Monthly Movement Plan
30. MSP - Minimum Support Price
31. OSI - Original Seal Intact
32. PDC - Physical Delivery Certificate
33. PDS - Public Distribution System

34. RDB - Railway Delivery Book
35. RFD - Result Framework Document
36. RO - Release Order
37. RR - Railway Receipt
38. RTC - Road Transport Contract
39. SLS - Stock Ledger Summary
40. TC - Truck Chit
41. TL - Transit Loss/Train Load
42. WC - Wharfage Charge
43. WCM - Weight Check Memo
44. ZCC - Zonal Claim Cell/Zonal Categorization Committee

CHAPTER -24**FCI OWNED SIDING**

FCI OWNED SIDING AS ON 20.01.2020				
SR. NO	ZONE	STATE	SIDING NAME	SIDING CODE
1	EAST	WEST BENGAL	Budge Budge	CFDI
2			Kalyani	FCK
3			K.P.Dock (JJP)	C
4			Dankuni	DFSD
5			Durgapur	DFCI
6			Adra	FCIP
7			New Jalpaiguri - CSD	CSDJ
8			Malda Court (Mangalbari)	FCIE
9		ODISHA	Jharsuguda	JFAI
10			Khurda	FCKR
11		BIHAR	Digha Ghat	FCDG
12			Phulwarisharif	FCPD
13			Mokama	FCMI
14			Buxar	FFSB
15			Gaya	PSFI
16			Narayanpur Anant	BGSN
17		JHARKHAND	Tatanagar	MFGT
18			Dhanbad	FCD
1	WEST	MAHARASHTRA	Kandivili	FCIV
2			Ajni	FNSG
3			Kalamboli	KFCG
4			Manmad	GDSG
5			Sewagram	FBSG
6			Pune	GHSG
		Mirag	CWHC	
7		GUJARAT	Sabarmati	SGFG
8			Godhra	FCGD
9	Gandhidham		FCGM	

10		MP	GGSG Siding FGD Chhola, Bhopal	GGSG	
11			FISG Siding, BSC Itarsi	FISG	
12		CHHATTISGARH	Raipur	R	
13			Rajnandgaon	R FCI	
14			Bilaspur	FCB	
15			Mandirhasaud	FCMH	
1		NORTH	Haryana	FCPP Panipat	FCPP
2				Pehowa Road	FCP
3				Sirsa Siding	FCSD
4				B.G. Narwana FCI siding	FCSN
5			DELHI	Mayapuri FCI siding, DEC	FCDB
6				Ghevra	FCG
7				Narela	FCE
8			J&K	New Godown Jammu	FCSJ
9			Rajasthan	BC Sawai Madhopur	FCSM
10	U.P.		Barabanki	FCIB	
11			Hapur	FCSH	
12			Talkatora (Lucknow)	CFSL	
13			Dhamora (Moradabad)	FDM	
14			Manduadih	GMUV	
15			Varanasi	GMUV	
16			Gorakhpur Cantt.	FCC	
17			Gonda Kacheri	FIK	
18			Agra Cantt.	FGSG	
19			Chandari	FCSC	
20	Punjab		Kotkapura	FCSK	
21			Moga	FCMA	
22			Sahnewal	FCSS	
23			Dhuri	FCID	
24			Patiala	FCSP	
1	SOUTH	Kerala	Kazhakkuttam	FKZS	
2			Karunagappally	KFCS	
3			Angamaly	AFCS	
4			Mulangunnathukavu	MGKS	
5			Palakkad	PGTS	

6			Thikkoti	TKFS
7			Payyannur	PAYS
8			Chingavanam	CGVS
9			West Hill	WHG
10			Quilon	QLNS
11			Mavellikara	MVKF
12		Karnataka	K R Puram	KJMS
13			Whitefield	WFCS
14			Bellary	PFCB
15			Hubli	FIH
16		Andhra Pradesh	Jammikunta	FCIJ
17			Cheralapalli	FCIC
18			Kazhipet	FKSG
19			Khammam	FCIK
20			Sanathnagar	CFS
21			Nalgonda	PFCI
22			Miryalguda	FCIM
23			Timmencherala	GVSG
24			Zangalapally	FCIZ
25			Samalkot	FCST
26			Rajamundry	FCIR
27			Nuzividu	FCBG
28			Gudivada	FCGV
29			Pennada	FCPA
30			Venkatachalam	FCIT
31			K.C canal (FCGS)	FCGS
32			Vizag FCI Siding (FCIG)	FCIG
33			VZP 'G' siding (VZPG)	VZPG
34		Tamil Nadu	Avadi	FCSA
35			Sevur	SFCG
36			Coimbatore North	CBFB
37			Peelamedu	FCOP
1	NE	N&M	Dimapur	DMFS
2		Assam	New Guwahati	FSNG
3			FS-Changsari	CFCC
4			Hojai	FSH
5			Bindukuri	FCBK