

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

No.2023/TT-V/58/Imported Coal

Rail Bhawan, Raisina Road,
New Delhi Dated 30.01.2025

Managing Director,
CRIS
Camp: CRIS Chankyapuri
New Delhi

Sub: Approval regarding implementation of Direct Indenting System for movement of imported coal in place of programming by Zonal Railways.

Ref:- CRIS' letter No. CAO/FOIS/TMS-1/RAS-COAL/2023 dated 27.01.2025.

In reference to your above cited letter, the matter has been examined in consultation with Rates Directorates and their comments are as under:-

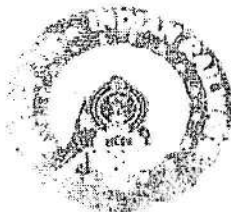
- i. The process flow designed by FOIS seems to be in order.
- ii. Further to state that the extant guidelines regarding WRF payment and its forfeiture will continue to be applicable in case of imported coal traffic. This provision may be incorporated.

You are requested to take action accordingly.


(Narender Singh Rawat)
Deputy Director/TT-V
Railway Board.

E.mail : rawat.nsingh@gov.in
Room No. 257 C

Copy to: Dir/RM, Kolkata - for information & n.a.



**FREIGHT OPERATIONS INFORMATION SYSTEM
OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER
CHANAKYA PURI, NEW DELHI-110021**

No. CAO/FOIS/TMS-1/RAS-COAL/2023

Dt.27.01.2025

ED Coal

Ministry of Railway

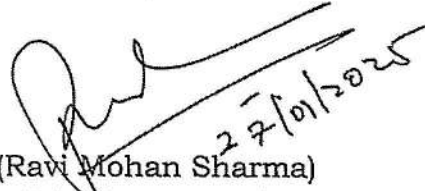
Railway Board, New Delhi

Sub: Process Flow for capturing and verifying BE Details and Indent registration of Imported Coal

Ref: Director (Rail Movement)/Railway Board/Kolkata's letter No. CMP/Policy/2024 dated 24.12.2024.

With reference to this letter of Director Rail Movement Coal, a process flow is proposed on the similar manner of capturing LC of Bangladesh Traffic. It will involve verification by Goods Clerk of the Port Good shed of Bill of Entry uploaded, with the details entered at the time of indenting by the customer. Once the BE is verified all the indents against that BE will be live and rakes can be loaded against those indents. The detailed process flow is attached with this letter. It is requested to approve the process flow in consultation with the Rates Directorate at the earliest for implementation of the same in e-RD Module of FOIS system.

Encl: Detailed Process Flow


(Ravi Mohan Sharma)
Dy.CPM/System-III/FOIS

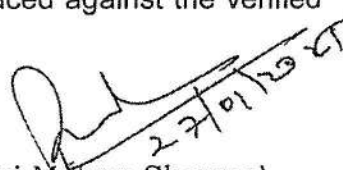
Process Flow for capturing and verifying BE Details and Indent registration of Imported Coal

Currently Imported Coal Programs are being captured by the Customer on e-RD and is being sanctioned by the respective Zonal Railways. During the program registration process, Customers capture the Bill of Entry details. Based on the sanctioned programs, Customers register the Indents for Imported Coal in e-RD Module.

The following process flow shall be implemented in case of Imported Coal traffic:

1. Instead of the present system of programme sanction at Zonal railways level, no sanction of programme will be required, and direct indent can be placed at the port station level.
2. Indent can be placed after feeding the Bill of Entry (BE) details in the e-RD module of FOIS. The customer will feed BE details (e.g. Country of Origin, Domestic Port Name, BE number, date of issue, name of Customer, Total BE Quantity and upload BE document on e-RD module. BE details will not be changed after registration of indent.
3. The system check will be based on verification of details of Bill of Entry, which will be uploaded by the customer and details cross checked by the goods clerk on the basis of BE copy issued by custom.
4. The customer will submit physical copy of BE to the Goods clerk before loading of wagons. There should be no discrepancy between BE details fed in e-RD and physical copy submitted to the Goods clerk.
5. The responsibility of ensuring genuineness of BE is that of the customer. The customer has to ensure that there is no misdeclaration. In case of any misdeclaration, Railways will cancel the relevant indent and forfeit the WRF for the relevant indent.
6. An option shall be given to the Goods Clerk of any of the Port Sidings to Verify the BE Details. The Goods Clerk can download the BE Document uploaded by the Customer for verification purposes. The CGS shall have an option to either Approve or Reject the BE Details. In case of rejection, all the Indents registered against the BE shall be cancelled by the system and the WRF shall be forfeited.
7. Multiple indents can be placed against a BE subject to the condition that cumulative tonnage quantity of all such indents should not exceed the BE Quantity mentioned in the BE. However, multiple BEs cannot be linked to one Indent. System will allow for rake size on the basis of BE quantities @ 3894MT. Indent will be placed by the customer whose name is mentioned in BE.
8. Indent placed by the customer will be valid till supply of rakes or cancellation of indent.
9. Quantity of Bill of Entry will be maintained by system automatically. In case of cancellation of indent, the quantity to be returned back to the BE so that fresh indent can be placed against that quantity.

10. If customer wants to change the destination (like annexure-D), the corresponding indent have to be cancelled by the customer and a fresh indent may be placed for desired destination. Customer may lose the previous seniority in case of cancellation of indent.
11. Customer will have the facility to place indent from multiple siding within a port against the one BE of having more than one rake quantity/balance available in the BE.
12. Coastal BE to capture coastal traffic from one port to another shall be uploaded with different BE Details.
13. Difference of indented quantity and actual loaded quantity should also be reconciled electronically against the Bill of Entry.
14. Direct supply of rakes will be done against the indent placed against the verified BE and no separate allotment in RAS will be required.


(Ravi Mohan Sharma)
Dy.CPM/System-III/FOIS
