

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

No.TC-I/2020/8/efile/1-Part(1) (3329130)

New Delhi, dt. 07.02.2025

General Manager
All Zonal Railways

Sub: Guidelines for capturing of indents and generation of Railway Receipt through the system in case of Military Traffic

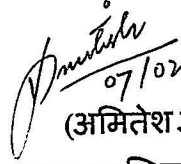
CRIS/FOIS has designed the module for capturing indents and generation of Railway Receipt in case of Military Traffic. A copy of the process flow is attached herewith. The module is likely to be launched by 28th February 2025.

All concerned may be advised to follow the FOIS module for capturing indents & generation of Railway Receipt(RR) in the case of Military Traffic and also to ensure transmission of RR to the concerned Defence authority on official emails only to maintain confidentiality.

FOIS will coordinate with Zonal Railways.

This issues in consultation with Accounts Dte. of Ministry of Railways.

DA:as above


07/02/25
(अमितेश आनंद)
निदेशक यातायात वाणिज्य (दर)
रेलवे बोर्ड

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1. PCCM, PCOM, PFA, all Zonal Railways
2. MD/CRIS; CAO(FOIS); GS/IRCA
3. DG/ NAIR, DG/IRITM
4. MD/KRCL, MD/DFCCIL
5. ED/Mil Rail (with the request to apprise and coordinate with the concerned authority of M/o Defence)

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EDPG/MoSR(S), EDTC/R, EDFM, EDTT/S, EDFC, ED(CC), OSD/MR

Process Flow for capturing Indents for Military traffic and the generation of RR

Military Traffic is being booked under 3 different heads, namely, Pure Goods, Coaching and Mixed Rakes of Goods and Coaching.

1. Pure Goods Traffic

FOIS/TMS Application is already capturing the Demand/e-Demand of Military Pure Goods Traffic and generating Railway Receipt as per the extant rules and provisions of Railway Board for the Goods Train.

2. Coaching Traffic

Currently, Coaching Military Passenger trains are booked on UTS Ticket because the earning from this traffic is considered as Passenger Traffic earnings.

3. Mixed Rakes of Goods and Coaching

Currently, Mixed trains of Military Goods and Coaching Passenger are booked on UTS Ticket because the earning from this traffic is considered as Passenger Traffic earnings.

To capture Indents of all these three types of Military Traffic and generation/collection of RRs of the samethrough FOIS/TMS Application, the following process flow shall be followed:

A. Indent Registration of Military Traffic:

- a. A new screen shall be designed in eRD Application to capture the Indents for Military Traffic by the authorized defence authority users of eRD.
- b. The existing Group Rake Commodity Code MILY – MILITARY shall be used for booking of Pure Goods Military Traffic. However, the name shall be changed from “MILITARY” to “MILITARY TRAFFIC – PURE GOODS”.
- c. Two new Group Rake Commodity Codes as below shall be added in FOIS Referential Databased to identify both Military Coaching and Military Mixed Traffics.
 - i. MILC – MILITARY TRAFFIC – COACHING
 - ii. MILX – MILITARY TRAFFIC - MIXED
- d. The mapping of Wagon Type corresponding to Stock and Rake Type for Military Stock is provided below:

STOCK TYPE	STOCK TYPE DESC	WAGON TYPE	WAGON TYPE DESC	GOODS/ COACHING/ BRAKE VAN
BCN	BOGIE COV. AIRBK	BCN	BOGE COVERED AIR BRAKES	GOODS
BCN	BOGIE COV. AIRBK	BCNM1	BOGE COVERED AIR BRAKES	GOODS
BCN	BOGIE COV. AIRBK	BCNM2	BOGE COVERED AIR BRAKES	GOODS
BCN	BOGIE COV. AIRBK	BCNMI	BOGE COVERED AIR BRAKES	GOODS .
BCNAHSM1	BOGIE COV. AIRBK	BCNAHSM1	BOGIE COVERED AIR BRAKES	GOODS
BCX	BOGIE COV. VAC.	BCX	BOGIE COVERED	GOODS

STOCK TYPE	STOCK TYPE DESC	WAGON TYPE	WAGON TYPE DESC	GOODS/ COACHING/ BRAKE VAN
BFU	8-WHEELER BOGIE WELL WAGON	BFU	BOGIE WELL WAGON	GOODS
BKM	BOGIE OPEN LOW-SIDED VAC.BRAKE	BKM	BOGIE OPEN WAGON FOR MILITARY	GOODS
BMKM	FLAT WAGON FOR CARRYING MILITARY VEHICLE	BMKM	FLAT/WAGON FOR CARRYING MILITARY VEHICLES	GOODS
BOM	BOGIE OPEN MILITARY VAC.	BOM	BOGIE OPEN MILITARY WAGON	GOODS
BOM	BOGIE OPEN MILITARY VAC.	BOMN	BOGIE OPEN MILITARY AIRBRAKE WAGON	GOODS
BRN	BOGIE FLAT/AIR BK FOR RAIL	BFAT	BOGIE FLAT FOR ARJUN TANK	GOODS
BRN	BOGIE FLAT/AIR BK FOR RAIL	BRN	BOGIE RAIL TRUCK AIR-BRAKE	GOODS
BRN	BOGIE FLAT/AIR BK FOR RAIL	BRNA	BOGIE RAIL TRUCK AIR	GOODS
BRN	BOGIE FLAT/AIR BK FOR RAIL	BRNAHA	BRNAHA	GOODS
BRN	BOGIE FLAT/AIR BK FOR RAIL	BRNAHS	BOGIE RAIL TRUCK AIR HI-SPEED	GOODS
BRN	BOGIE FLAT/AIR BK FOR RAIL	BRNAHSHA	BRNAHSHA	GOODS
BRN	BOGIE FLAT/AIR BK FOR RAIL	BRNAM1	BRNAM1	GOODS
BRN	BOGIE FLAT/AIR BK FOR RAIL	BRNHA	BRNHA	GOODS
BRN	BOGIE FLAT/AIR BK FOR RAIL	BRNM1	BRNM1	GOODS
BV	BRAKE VAN	VB	4 WHEELER BRAKE VAN. ORDINARY	GOODS
BV	BRAKE VAN	VH	4 WHEELER BRAKE VAN. HEAVY	GOODS
BV	BRAKE VAN	VM	4 WHEELER BRAKE VAN. MEDIUM	GOODS
BV	BRAKE VAN	VY	BRAKE VAN	GOODS
BWL	BOGIE WELL WAGON	BWL	BOGIE WELL WAGON	GOODS
BWT	BOGIE WELL WAGON GROSS LOAD 55.88 TON	BWT	BOGIE WELL WAGON GROSS LOAD 55.88 TON	GOODS
BWTB	BG BOGIE WELL WAGON TYPE	BWTA	BWTA	GOODS
BWTB	BG BOGIE WELL WAGON TYPE	BWTB	BG BOGIE WELL WAGON TYPE	GOODS
DBKM	BOGIE OPEN MILITARY	DBKM	BOGIE OPEN MILITARY	GOODS
KM	4 WHEELER OPEN WAGON MILITARY	KM	4 WHEELER OPEN WAGON MILITARY	GOODS
MBFU	FOR MILITARY WELL WGN, VAC	MBFU	BOGIE WELL WAGON MILITARY	GOODS
MBKM	BOGIE OPEN LOW-SIDED(MILITARY) VAC. BK	MBKM	BOGIE FLAT WAGON FOR CARRYING MILITARY VEHICLES	GOODS
MBWT	BOGIE WELL WAGON MILITARY	MBWT	BOGIE WELL WAGON MILITARY	GOODS
MFR	MILITARY RAMP WAGON FLAT	MFR	MILITARY RAMP WAGON FLAT	GOODS
MKC	OPEN 4-WH VAC. DAPTT.	MKC	OPEN WAGON MATERIAL	GOODS
MOFK	FLATS FOR CONTAINERS	MOFK	FLATS FOR CONTAINERS	GOODS
OM	OPEN WAGON MILITARY	OM	OPEN WAGON MILITARY	GOODS
OMT	OPEN WAGON MILITARY	OMT	OPEN WAGON MILITARY	GOODS
LLRM	MILITARY	LLRM	MILITARY	COACHING
M	MILITARY	M	MILITARY	COACHING
MACCN	MILITARY	MACCN	MILITARY	COACHING
MACCW	MILITARY 2AC SLEEPER	MACCW	MILITARY 2AC SLEEPER	COACHING

STOCK TYPE	STOCK TYPE DESC	WAGON TYPE	WAGON TYPE DESC	GOODS/ COACHING/ BRAKE VAN
MGS	MILITARY GS	MGS	MILITARY GS	COACHING
MGSCN	MILITARY SECOND CLASS SLEEPER	MGSCN	MILITARY SECOND CLASS SLEEPER	COACHING
MGSCNY	MILITARY	MGSCNY	MILITARY	COACHING
MGSLR	MILITARY LUGGAGE	MGSLR	MILITARY RAMP WAGON FLAT	COACHING
MILATRY	MILITARY 2AC SLEEPER WITH PANTRY CAR	MILATRY	MILITARY 2AC SLEEPER WITH PANTRY CAR	COACHING
ML	MILITARY	ML	MILITARY	COACHING
MLACCN	MILITARY	MLACCN	MILITARY	COACHING
MLACCW	MILITARY	MLACCW	MILITARY	COACHING
MRG	MILITARY CARRIAGE	MRG	MILITARY CARRIAGE FOR FAMILY	COACHING
MSLR	MILITARY LUGGAGE	MSLR	MILITARY LUGGAGE	COACHING
MWCB	MILITARY PANTRY CAR	MWCB	MILITARY PANTRY CAR	COACHING
MWFC	MILITARY FIRST CLASS	MWFC	MILITARY FIRST CLASS	COACHING
MWGACCN	MILITARY	MWGACCN	MILITARY RAMP WAGON FLAT	COACHING
MWGACCW	MILITARY 2AC SLEEPER	MWGACCW	MILITARY RAMP WAGON FLAT	COACHING
MWGCB	MILITARY PANTRY CAR	MWGCB	MILITARY RAMP WAGON FLAT	COACHING
MWGSCN	MILITARY SECOND CLASS SLEEPER	MWGSCN	MILITARY RAMP WAGON FLAT	COACHING
MWGSCNY	MILITARY SECOND CLASS SLEEPER	MWGSCNY	MILITARY RAMP WAGON FLAT	COACHING
BV	BRAKE VAN	BV	BRAKE VAN	BRAKE VAN
BV	BRAKE VAN	BVCM	BRAKE VAN	BRAKE VAN
BV	BRAKE VAN	BVG	BRAKE VAN	BRAKE VAN
BV	BRAKE VAN	BVGC	BRAKE VAN. CBC	BRAKE VAN
BV	BRAKE VAN	BVGT	BRAKE VAN. TRANSITION CBC	BRAKE VAN
BV	BRAKE VAN	BVZC	GOODS BRAKE VAN (AIR BRAKE SYSTEM)	BRAKE VAN
BV	BRAKE VAN	BVZI	BRAKE VAN	BRAKE VAN

e. For capturing of different Military Traffics, the Defence Authorities should capture the Indent under the Group Rake Commodity Codes to identify different types of Military Traffic.

- i. For Pure Goods Traffic, **MILY – MILITARY TRAFFIC – PURE GOODS**
- ii. For Pure Coaching Traffic, **MILC – MILITARY TRAFFIC – COACHING**
- iii. For Mixed Traffic, **MILX – MILITARY TRAFFIC - MIXED.**

f. Based on the Group Rake Commodity selected by the Defence Authorities, the Stock Type help shall be provided in the Application.

- i. For Pure Goods Traffic, all the Stock/Wagon Types under Goods and Brake Van shall be provided.

- ii. For Pure Coaching Traffic, all the Stock/Wagon Types under Coaching and Brake Van shall be provided.
- iii. For Mixed Traffic, all the Stock/Wagon Types under Goods, Coaching and Brake Van shall be provided.
- g. Once the Indent is registered by the Defence Authorities through the eRD Module for different Military Traffic types, the same shall be shown to the Goods Clerk of the source station.
- h. All the Military Handling Points shall be marked as TMS Location in FOIS/Referential Database and User Ids/Password shall be generated for the Railway staffs based on the request from corresponding Division/Zone. IP Address of these locations or Nodal locations from where the reporting is to be done, shall also be shared by the corresponding Division/Zone for defining of the same in FOIS Application.

B. Wagon Supply/Loading for Military Traffic:

- a. For Pure Goods and Mixed Traffic, the normal Wagon Allotment/Release (WTR Cycle) process shall be followed for the Goods Wagons in FOIS/TMS Application.
- b. However, for Pure Coaching Traffic, no Wagon Allotment/Release process shall be followed in the application, only RR will be generated, and freight collection shall be done. Coach details for the Coaching and Mixed traffic shall be captured in the system by the Railway Users in FOIS/TMS Application. There shall be no validation of coaches and only details thus captured shall be displayed on the eTRR.
- c. Once the Wagon Allotment and Release task are completed, Railway Staff shall capture the Loading Details for the Goods Wagon for the Pure Goods and Mixed Traffic.
- d. A new screen as **“Other Details of Military Special Train”** shall be given to the Railway Staff to capture other components of Military Traffic which are to be calculated as a part of Freight before RR Generation. The following details shall be captured:
 - i. VP Number (Mandatory)
 - ii. Schedule Date (Mandatory)
 - iii. Total affected Wagons for ODC (Optional)
 - iv. Total affected Wagons under ODC A (Optional)
 - v. Total Distance under ODC B (Optional)
 - vi. Total Distance under ODC C (Optional)
 - vii. Number of Hours for Shunting Charge (Optional)
 - viii. Time (In Hours) for Siding Charge (Optional)

The Coaching Stock details captured during the eRD process from the Defence Authorities shall be shown to the Railway User for confirmation. Any changes in the same can be reported by the Railway Users shall be treated as final and charging shall be done accordingly.

Apart from these details, Railway User shall capture the Coach details in the screen. The following details of Coaches shall be captured for Pure Coaching and Mixed Traffic of Military Train.

- i. Coach Owner
- ii. Coach Type
- iii. Coach Number
- e. Railway Staff shall capture these details mentioned above in all types of Military Traffic before generation of RR including for the Pure Coaching Traffic.
- f. Once these details are captured, FOIS/TMS Application shall allow the RR Generation Task to be executed by the Railway Staff.

C. RR Generation for Military Traffic:

- a. For Pure Goods Traffic, the current RR Generation process shall be followed as all the charging principles are already implemented in the system.
- b. For Mixed Traffic, Goods Wagon charging will be done as per current procedure and for Coaching Stocks, the charging principle needs to be designed as per Rate Circular No. 32 of 2014. Based on different types of Military coaches, rates shall be considered.
- c. For Railway owned coaches, 20% additional charge to be levied.
- d. AC coaches shall be charged at 1.6 times the rate of non-AC coaches.
- e. For Pure Coaching trains, minimum charge for 18 coaches to be done, in case actual coaches are less than that, remaining coaches shall be charged at the rate of military owned non-AC Coaches.
- f. For Mixed Traffic, Goods Wagon shall be treated at par with one non-AC coach. Minimum charging of 25 Goods Wagons and 5 Coaches shall be done.
- g. ODC Charges shall be done as per the details captured by the Railway Staff in the application and shall be raised on the RR as Other Charges.
- h. Siding and Shunting Charges shall be done as per the details captured by the Railway Staff in the application and shall be raised on the RR as Other Charges.
- i. The Freight charging shall be done as per the logic designed in Military Freight Calculator in FOIS Application.
- j. GST charges @5% shall be levied only on the amount of AC coaches.
- k. Any charges applicable on Military Traffic shall be added to the freight charges on the RR.
- l. The existing RR generation Task/module shall be used for the Pure Goods and Mixed Traffic and a new module/screen shall be developed for the Railway Staff for generation of RR for the Pure Coaching Traffic in which no loading and wagon details shall be available.
- m. Based on the above logic, freight shall be calculated during the RR Generation task executed by the Railway Staff.
- n. Freight payment shall be done through the already available Payment methods (e.g. Military Credit Note) and once Freight charges are paid, eTRR

shall be generated and shared with the Defence Authorities through eTRR Application for further processing.

- o. The Costing Sheet mentioning the details of charges levied on the RR as is being prepared by the Military Freight Calculator shall be attached as Annexure with the eTRR generated by the system.
- p. The freight collected from these RRs shall be considered as Freight Earnings and shall be included in the Goods Balance Sheet of the station.

Assumptions:

- 1. For Coaching Stocks, only Wagon Details shall be captured by the Railway Users to be shown in the eTRR and no validation of Numbers and locations shall be implemented in the system?
- 2. For Mixed Traffic RRs, only the Goods Wagon shall be shown on the FOIS/TMS Application and RMS Application for all purposes.
- 3. For Coaching Traffic RRs, these shall be shown only on the RR/Freight related Queries. No such Rake/Load details shall be shown on the FOIS/RMS Application.
