

I/95503/2025

दक्षिण पूर्व मध्यरेल्वे
South East Central Railway



प्रधान मुख्य वाणिज्य प्रबन्धक कार्यालय ,
प्रथम तल, महाप्रबन्धक कार्यालय
भवन, बिलासपुर (छ.ग.) 495004
Principal Chief Commercial Manager's Office, GM
Office Building,
Bilaspur, (C.G) - 495004

Rates Circular No. 27 (G) / 2025

No. C/SECR/BSP/Military Traffic/Policy/(E-54680)

Date: 11.02.2025

All CSMs, SMs, CGS/GSs & Siding Clerks, Weigh Bridge Clerks of SECR.

All CCIs, CIs of SECR.

Copy for information and necessary action to: -

DRMs : SECR / Bilaspur, Raipur, Nagpur.

Sr. DCMs, Sr.DOMs: SECR/Bilaspur, Raipur, Nagpur.

Commercial Control: SECR / HQ, Bilaspur, Raipur, Nagpur.

ARMs/AARMs: SECR/BIA, KRBA, RIG, SDL, BRJN, G & BRH.

Principal Director of Audit/ SEC Railway /Bilaspur.

PCOM, CFTM, PCME, PFA, PCE, PCEE, PCSTE, PCSO, SDGM and CPRO: SECR/BSP.

FA&CAO/(T), Dy.FA & CAO(T), SR. AFA(TA):SECR/BSP.

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

संदर्भ: Director Traffic Commercial (Rates), Railway Board's letter No. TC-I/2020/8 Efile/1-Part(1) (3329130), dated 07.02.2025.

उपर्युक्त विषय पर आधारित रेलवे बोर्ड का पत्र क्रमांक TC-I/2020/8/efile/1-Part-(1)(3329130), दिनांक 07.02.2025 आपके सूचनार्थ एवं आवश्यक कार्यवाही हेतु संलग्न है।

अतः सर्व संबन्धित तदनुसार कार्यवाही सुनिश्चित करें।

Encl: As above.

Digitally Signed by S.m.

Pandey

Date: 12-02-2025 13:30:10

Reason: Approved

(Shesh Mani Pandey)
Assistant Commercial Manager (HQ)
For Principal Chief Commercial Manager

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

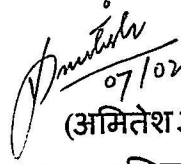
CRIS/FOIS has designed the module for capturing indents and generation of Railway Receipt in case of Military Traffic. A copy of the process flow is attached herewith. The module is likely to be launched by 28th February 2025.

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

Copy for necessary action:

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)

Copy for information:

CRB, M(O&BD), M(Fin.), Railway Board
AM(C), AM(T), AM(R), PED(TT/M), PED(Vig.), PED(Accts), EDPG/MR, EDPG/MoSR(R),
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.
