

## FOIS Projects in ECoR

The following FOIS-related projects are functional in ECoR. A brief outline of their scope & objective is given below.

### 01. Freight Operations Information System (FOIS):

It has two modules, namely Rake Management System (RMS) and Terminal Management System (TMS). Rake Management System captures the data pertaining to the operational activities such as running of goods trains, placement and drawn-out of rakes in the terminals. Basically, all such activities related to movement of rolling stocks involving the freight services are updated in RMS. Terminal Management System (TMS) deals with the whole gamut of commercial transactions pertaining to sale of freight service to all users. TMS is providing on line Railway Receipts (RRs) to the customers and has paved the way for electronic transfer of money for payment of freights. At present system generated RRs are being generated /printed and handed over to customers at all locations of ECoR as well as in Indian Railways. This has been implemented wef 01.04.2011. Provision for tracking the status of consignment through SMS is available by giving the FNR (Freight Number Record) printed in each RR. At present customers can register indents through internet without leaving their office or home through e-RD (Electronic Registration of Demand) and likewise receive the e-TRR (Railway Receipts) over email.

All the freight carrying rakes loaded over the zone are handled in TMS on a daily basis.

Apart from Divisional HQ, exclusive RMS terminals are provided at big yards & terminals where the volume of work warrants installation of separate RMS data-entry points. Division-wise, numbers of RMS installations are as given below.

Division	Locations
WAT	5
KUR	5
SBP	1
<b>TOTAL</b>	<b>11</b>

### 02. Control Office Application (COA):

Controlling of Train movement is the prime function of Railway Operation. Preparation of the control chart is an integral part of train operation as it provides a visual tool for making operational decisions. Computerized Control Charting system handles all the traffic volume in the Indian Railways efficiently. The objectives of Control Office Application are

- To serve as a backbone system for sharing of data between allied systems.
- To be used as a visual tool for operational decisions making by the controller.
- Real time information on train operations without human dependency.
- To handle high volume of traffic in Indian Railway effectively.
- To keep a close and strict supervision on train operation on 24x7 basis.

In ECoR, all the three divisions, namely, SBP, WAT and KUR have been provided with the computerized COA.

### 03. Integrated Coaching Management System (ICMS):

This system has four modules, namely, PAM, COIS, LOCO, DATA.

- Punctuality Analysis & Monitoring (PAM) module provides various functionalities and reports for monitoring the punctuality performance of passenger carrying trains.
- Coaching Operations Information System (COIS) module supports all operational activities related to passenger Coaches and Rakes.
- (LOCO) This module captures all operational activities of locos under passenger service. Zonal and Divisional power controllers are users of this module. Loco module is integrated with FOIS (Freight Operation Information System) for Shed-In/Shed-out and Service exchange (Passenger -> Goods & Goods-> Passenger) to provide integrated position of locos running under Passenger and Goods services in near real time.
- Integrated Coaching Management System (ICMS) modules are integrated with following important Systems of IR:- 1) COA (Control Office Application) 2) NTES (National Train Enquiry System) 3) FOIS (Freight Operations Information system) 4) PRS (Passenger Reservation system) 5) CMM (Coaching Maintenance Management) 6) SATSaNG (Software Aided Train Scheduling and Network Governance) 7) CMS (Crew Management System) 8) PMS (Parcel Management System) .

Coaching Management System (ICMS) has been installed in 3 divisional controls at Waltair, Khurdaroad and Sambalpur along with Zonal HQs and 3 coaching depots of ECoR viz. Puri, Bhubaneswar, Visakhapatnam and Sambalpur.

#### Location-wise ICMS data-entry points in ECoR .

Zone/Division	Location
ECoR	ECoHQ
KUR	KUR Control, BBS, PURI, BHC, PSA, PRDP, CTC, MCSW
WAT	WAT Control , VSKP
SBP	SBP Control

### 04. Crew Management System (CMS):

Driver, Assistant Driver and Guard form the essential running staff of a train and their availability is absolutely crucial, especially at a time when train services, both goods and coaching have been going up steadily. To ensure the accurate information regarding their timely availability as well as all safety parameters linked to their functioning, such as mandatory rest, periodic refresher training and medical tests etc. Crew Management System (CMS) has been implemented at all crew booking points. 23 crew booking lobbies have been operationalized for this purpose. All the lobbies are working as integrated lobby. The mileage bills of the crew are being generated through CMS and payment is effected accordingly.

## Crew Management System (CMS) Lobby:

Division	Lobbies
KUR	KUR, TLHR, PRDP, PSA, BHC, BBS, CTC, PURI, JKPR, KDJR, ANGL, DNKL
WAT	DYD, RGDA, VSKP CHG, BCHL, KRPU, JDB, DMNJ, SCMN, WAT Training Center.
SBP	SBP, TIG

### 05. e-RD (Electronic Registration of Demand):-

Registration of demand for wagons electronically (e-RD) has been implemented to provide electronic demand facility through FOIS website wherein, customers can register their demand for wagons electronically. This facility has been extended to all type of traffic including Container traffic, Freight Forwarders, Iron & Steel, Iron Ore, Salt and Granite traffic. The process for registration of customers has been eased out. The requirement of customers to visit Sr.DCM's office for verification of documents has been done away with. Customers will now be asked to upload self attested documents and indicate choice of his/her Division. Sr. DCM will download the documents and complete the process of registration. (Rates Master Circular/e-RD/2019/0 and its addendum) 0

### 06. e-TRR (Electronic Transmission of Railway Receipt):-

The facility of e-TRR was introduced on pan-India basis in 2019. Rail customers wishing to avail the facility of electronic transmission of Railway Receipt (e-TRR) would be required to register themselves (consignor and consignee both) for registration of demand for wagons electronically (e-RD) through option available in FOIS.

It has been launched to provide a paperless transaction system where Railway Receipt is generated and transmitted electronically to customer through FOIS, and even delivery of goods is given through e-surrender of e-TRR. This facility has been extended to container traffic, Freight Forwarders, Iron & Steel, Iron Ore, Salt and Granite traffic. e-TRR has been allowed in case of SRR also. (Rates Master Circular/eT-RR/2019/0 and its addendum dt.03.04.2020)

FOIS has developed Freight Business Development portal wherein the facility for uploading applications by customer for various freight activities have been provided. To ease out the business process, it has been decided that freight customers (registered/non registered/new customer) may be allowed to upload his/her signed application on the FBD portal itself for various freight activities like stacking permission, diversion, rebooking, short of destination delivery, waiver of demurrage/wharfage, Station to Station Rates etc. System will forward the same to the concerned Sr. DCM on his mail ID. Sr. DCM will process it further according to the extant guidelines. This will facilitate the customer and make the business process hassle free. (Rates Circular No.34 of 2020) x

### 07. Online Payment Systems:-

Online Payment Systems have been introduced on June 2021 over IR. Earlier, only customers having e-Payment agreement with Railways were able to pay the freight through e-payment mode. Now, it is available through Freight Business Development (FBD) portal via SBI's payment gateway. It will provide the facility for collection of freight and all kinds of ancillary charges e.g. Premium Charge (in case of premium indent), Wagon Registration Fee, Demurrage, Wharfage, Siding Charge, Shunting Charge, Rebooking Charge, Diversion Charge, etc. Online Payment System through FBD shall be available 24x7. Consignor/Consignee willing to avail the facility shall be required to register themselves on the FBD portal. Customers already registered in e-RD need not to register again for this facility. Customer will be able to register his Endorsee/Handling Agent as Secondary Customer and indicate the name of charges (like Freight, Premium Charge in case of premium indent, Wagon Registration Fee, Demurrage, Wharfage, Siding Charge, Shunting Charge etc.) which will be paid by such Secondary Customer, on behalf of the Customer. However, as per extant guidelines, the liability for payment of Railway dues lies with the Customer (Consignor/Consignee) and shall be responsible for all payments. Online payment shall be available through all modes like Net Banking/RTGS/NEFT, Credit card/Debit card/UPI through customer's DashBoard at the TMS location. (Rates Circular No.18 of 2021)

#### **08. Interfacing of electronic in-motion weighbridge with FOIS:-**

The integration of EIMWB with FOIS has been completed, so far the Railway-owned EIMWBs are concerned. The interfacing with FOIS is pending at a few private terminals, which are in the process of integration. This has dispensed with the earlier practice of taking a print-out of the weighment sheet from weigh-bridge to the TMS location for feeding the wagon-wise weighment data prior to generation of RR. At present the wagon-wise loading data is automatically transferred to the 'loading portion' of the RR in TMS. The chances of error of omission /commission in preparation of RR have been eliminated by and large.

#### **09. RAS (Allotment system) :-**

Rake allotment System has been introduced in ECoR since 2011. Initially the commodity iron ore was covered in RAS and later coal was included. The new iron ore policy 2021 was implemented in February 2011 and in March RAS 2.0 was put into operation by CRIS for KUR, CKP, KGP & ASN. The objective is to prepare a system generated list of indents available at goods shed/siding for loading in a sequential order of priority conforming to the Preferential Traffic Order issued by Railway Board.

#### **10.i3MS- (Integrated Mines & Mineral Management System):**

TMS has been interfaced with the i3MS module of Government of Odisha. This module assists the Government in making end-to-end tracking of minerals (Iron Ore), besides the quantity of minerals transported over Railway to a particular destination can be obtained from the Railway Receipt (RR) issued for this. The 'L' form & 'I' form issued to a customer for a particular Indent is also being authenticated by this system.

#### **11.e-TSR ( Train Signal Register) :**

19 stations (KUR-4, SBP-3, & WAT-12) have been operational for e-TSR project in which train arrival and departure data are being updated in COA system automatically.

**12- Data Logger-** Data Loggers have been installed at all inter-change points and terminating stations. It captures the arrival/departure times and sends the data to the COA on real time basis. It helps in monitoring of the punctuality of trains.

**13-Option of Viewing Expected Date of Loading:-**Earlier customers were not able to view the expected date of loading of Premium Indents for which a number of premium indents were getting registered at certain over-patronized terminals. This was leading to auto-cancellation of premium indents, leading to customer dissatisfaction. CRIS was approached & provided the feature (expected date of loading of indents) in public domain in July 2022.

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