

भारत सरकार
रेल मंत्रालय
रेलवे बोर्ड

No.2014/EDFC/Committee/RR

14/09/2015

To:
FA&CAOs –Zonal Railways
CCMs –Zonal Railway
MD/CRIS
CAO/FOIS

Sub: Internal Check of Computerized RRs

A committee was constituted to review the present system of apportionment of earnings amongst zonal Railways and streamlining the procedure for conducting internal check of computer generated RRs in Traffic Accounts office.

Board (FC) has approved the recommendations made by the Committee. The Committee's recommendations for internal check of RRs are enclosed as Annexure 'A'. The same may be implemented in Railways in consultation with Commercial department and CRIS.

A para wise feedback/compliance in this regard may kindly be sent by 30th October 2015.

DA: As above


Director Finance (Accounts) 14/09/2015

- 1.1. For the purpose of internal check of RR, Traffic Accounts Office should discontinue data entry (of FOIS generated RRs) either in the EDP centre or in any other computer system. On-line internal check of RR should be done through a separate module by the name Error Sheet Module (ESM) with the functionalities as desired by the Accounts Department. This module would be utilised by Traffic Accounts Office for conducting internal check of the Original Data of the RR and generation of Audited Data. This Audited Data should be utilised for generation of various statistical reports including 7A, 7B, etc. Some of the essential features that should be included in the ESM are mentioned below:
 - 1.1.1. The Error Sheet Module will be prepared and maintained by CRIS. The updation/revision of the ESM should be done only on the advice of the Accounts Directorate of Railway Board shall be the nodal Dte. to examine the suggestions of Zonal Railways and communicate the revisions to be made to CRIS.
 - 1.1.2. The system should facilitate downloading of soft data of RR as uploaded by FOIS and also saving the data in the Traffic Accounts computer after the same has been audited.
 - 1.1.3. The RR data would require to be audited by Traffic Accounts Office, only after which, it should be utilised for generation of various statistical reports.
 - 1.1.4. RRs may be audited online through the Error Sheet Module. However, till such time the error sheet module is prepared with all the functionalities the auditing of this data should continue to be done as is being done now.
 - 1.1.5. FOIS data should be uploaded every day or at least every 5 days against the present system of uploading once in every 10 days. This would help in reducing the burden on Internal check especially in the 3rd 10-day period.
 - 1.1.6. The information should be uploaded by FOIS for downloading and direct incorporation in Traffic Accounts office server. A data transfer protocol needs to be available which would push data to a specified server with a authenticated user. The data needs to be pushed at end of the day, which then can be used for Audit of RR data.
 - 1.1.7. The audited data should be pulled out by the Traffic Accounts Office and kept in separate server and utilised for generation of the various statistical statements. The audited data of the RRs should initially be kept in the server of the respective Zonal Railway and thereafter transferred to a centralised server for archival purposes. Subsequently, this data should be utilised for the apportionment of earnings between the Zonal Railways by either Railway Board or a Railway nominated for this purpose or CRIS.
 - 1.1.8. The apportionment of earnings to the various SPVs should also be done by this system instead of the present system where apportionment is done by the concerned Zonal Railways where the SPVs are located. This centralised apportionment between the Zonal Railways and the SPVs will help in

ascertaining correctly the difference between originating earnings and apportioned earnings.

- 1.1.9. The corrected data would then be pushed back to FOIS server under suitable protocol as Audited data. The Audit trail needs to contain the pre-audit and post-audit data for further examination, if the needs arise. Entire data of the RR should get displayed on punching the RR number.
- 1.1.10. A log would also contain details of data pushed along with date and time stamp to traffic accounts server.
- 1.1.11. When corrections are made in the RR in the Error sheet module the system should calculate the revised value of the RR and other charges, the same formula may also be provided for the accountal of manual RRs.
- 1.1.12. On changing any field, for example, class, destination, lead, weight, etc. the freight amount should get calculated automatically.
- 1.1.13. When more than one RR is issued for one rake and train load class rates have been charged, all the invoices issued for that rake should be clubbed together and these should be available together in the uploaded data. Remark to the effect that these RRs have been clubbed together should be made in all the RRs clubbed together.
- 1.1.14. At the end of the audit the module should generate a report giving details of the total RRs audited and RRs in which corrections have been made.
- 1.1.15. The corrections made in the RR should get saved in the TMS system so that future RRs are generated correctly and the mistakes do not recur.
- 1.1.16. Summary of total number of RRs (Local/Foreign, Division, Station Code, No. of RRs) to be provided, Station wise as and when the data is uploaded by FOIS.
- 1.1.17. When corrections are made in the RR in the Error sheet module the system should calculate the revised value of the RR and other charges, the same formula may also be provided for the accountal of manual RRs.
- 1.1.18. When the booking station operates FAUC/FAOC, the breakup of various charges eg. OTA, DTA should appear separately in the RR so as to ensure that these are dealt with as per the apportionment principles.
- 1.1.19. In case traffic is diverted vis-à-vis the route mentioned in RRs, the data needs to be suitably flagged so that the RR data contains such diverted traffic identification in the error sheet module.