

Southern Railway

No.C.441/II/10/PMS/Vol.VI

Headquarters Office  
Commercial Branch  
Freight Marketing  
Chennai- 600 003  
Date: 29.04.2025

Dy.CVO/T

Sub: Suggestions for System improvement of Parcel Management  
System (PMS)-reg.

Ref: Dy.CVO/T letter no. VO/PC/T/2024/02/1748/MAS dated  
05.11.2024

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With reference to your letter cited above, the remarks are furnished below:-

Sl. No	Suggestions	Remarks
1	COIS (ICMS) and COA to be linked with PMS to prevent addition of random VPH/SLR to the train formation. The linking will also capture the actual arrival and departure of trains.	Implemented.
2	Loading summary to be generated and frozen 10 minutes before the scheduled departure of the train. The unloading summary to be generated within 1 hour from the time of arrival of the train. Restriction to be implemented to prevent the generation of unloading summary after 1 hour of train's arrival	Difficult to implement since some parcel offices are functional from 6:00 to 22:00hrs only. Also, at junction stations, large number of parcels is unloaded from multiple trains at a time and has to be scanned which is not possible within one hour.
3	Unloading entries for parcels should be allowed only if there are corresponding loading entries in the PMS. Additionally, if only part of the parcels for a specified PRR were loaded at the source station, the PMS should prevent the creation of full unloading entries for those parcels at the destination station.	Implemented.
4	All User ID in PMS should be linked to a phone number to receive OTP for logging in. This will prevent unauthorized usage of User ID.	To login into PMS username & password are required. This system itself prevents unauthorized persons from logging into PMS.  Other systems like UTS, PRS & FOIS do not have OTP based login.
5	PMS mobile App should be geotagged and should be allowed access only	All parcels are scanned within Railway premises only.

	within the parcel office premises.	
6	In cases where parcels pertaining to single PRR arriving by two different trains which were categorized under different rate scales and if the PRR was booked in lower rate scale then based on the unloading summary, any undercharges due to change in the rate scale of the train should be automatically computed by PMS.	Implemented
7	Loading and unloading of Parcels with barcodes to be ensured. Any parcel without barcode to be personally certified, entries to be made in the register maintained exclusively for this purpose and approved by the supervisory staff available on duty.	Implemented.
8	Parcel loading time cannot be ahead of parcel booking time. The time of all the devices utilized in PMS (PMS system (Computer), HHT, Mobile App) must be synchronized with PMS server.	All the systems are synchronized with PMS server.
9	All modes of electronic money transaction to be linked with PMS.	Implemented
10	In case of any mode of electronic money transaction, PRR or Gate pass or MR to be generated only after receiving payment for the same, unless the payment is realized, the system should not permit the generation of PRR or Gate pass or MR.	Implemented
11	Refunds for all E-payment modes must be credited back to the bank account only. No cash refund should be permitted.	Implemented
12	Payment modes should be categorized properly in PMS. Currently all the payment modes in PMS are being recorded as cash transaction.	Implemented

For information please.

Dy.CCM/R&FM