GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No.2011/TC(FM)/11/9
Chief Commercial Managers
All Indian Railways

New Delhi, Dated: 26.05.2015

Sub: - Procedure Order for Hand Held Terminals (HHTs) used in Parcel Management System.
Ref:- Dy.CCM/PMS/NR's letter no.CAO/PTS/20/PMS/IR/Roll out/11/ Part II dated 19/05/2015 (copy enclosed)

Roll out of PMS for computerization of parcel offices on 223 stations of 10 corridors of Indian Railways was sanctioned by Railway Board in the year 2008-09 and this aimed to provide the track and trace facility to the consignors and consignees and thus enhance customer satisfaction. This has the following intrinsic advantages:-

1. Quick booking and transit
2. Optimum utilization of space
3. Revenue optimization
4. loading as per priority
5. Curbing overcarriage of packages
6. Latest status to customers through website and SMS alerts
7. Curbing loss of packages and thus eliminating claims

Honorable MR in his Budget speech for 2015-16 has announced that "Customer friendly freight movement initiatives such as introduction of bar coded/RFID tracking of parcels and freight wagons, automated parcel warehouses, customer relationship management system, etc., will be undertaken" in the current financial year.

To achieve this objective Bar coding has been introduced and with its successful implementation, Honourable MR's directive can be implemented in right earnest to derive full benefits of computerization and tracking of parcels through bar-coding which is a basic tool through which tracking of parcels can be achieved.
In the recent past it has been observed that parcel clerks are generating loading summary
through the thin client instead of the HHT or the HHT docking system. This has the following
serious repercussions:-

1. Delay in updation of status
2. Non provision of loading summary to RPF, Guard and Transit copy for the SLR Instructions
   issued vide Railway Board's letter no.2004/C&IS/PMS/Programme/Pt. dated 27/03/2008(copy
   enclosed for reference)
3. Errors in filling in dispatch particulars as no validation is done while manually entering data into
   the thin client leading to misdispatch of the parcels resulting in serious public complaints as well
   as claims. The procedure communicated vide Dy.CCM/PMS/NR's letter dated 19/05/2015
   referred above may be adopted. Inspecting/Divisional officers may keep a close watch on the
   usage of thin clients for preparation of loading summaries.

Procedure Order for HHT module of PMS is enclosed. Zonal Railways may ensure strict
compliance of procedure order for successful implementation of the project

(U.C. Joshi)
Executive Director/Freight Marketing
Railway Board

Copy to
CAO/PTS/NR for information and necessary action.
ED/C&IS/RB for information and necessary action.
MD/CRIS for kind information and necessary action.
FA&CAOs of all Indian Railways for information action.
Procedure Order for Hand Held Terminals (HHTs) Parcel Management System (PMS)

Procedure Order must be read in conjunction with related procedure communicated by Railway Board from time to time. The provision of this Joint Procedure Order does not in any way supersede the Rules and Instructions contained in statutory publication like Rly. Act. Codes Rules Tariff etc.

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5. Action to be taken by Unloading clerk
6. Movement of packages to inward godown
7. Action to be taken for Out-agency CBA packages
8. Duties of supervisors for HHT module
9. Action to be taken by Commercial officers for effective implementation

1. Introduction of for HHT module of PMS

This Procedure order covers the

Mobile based application running on hand held terminals (HHTs) connected to CRIS PMS server at New Delhi through GPRS.

a. HHT

Hand Hand Terminal is a barcode scanner enabled mobile device capable of scanning the packages having barcodes containing the package details, PRR number, Station from to, package weight and transferring train-wise loading and uploading to remote server via GPRS connectivity through the SIM card inserted in the HHT device

2. Process to be adopted for Bar-coding/labeling

a) PMS involves generation of labels for consignments on the Barcode printers provided at the booking counter. Based on the requirements up to 2 number of barcode labels can be generated per package for pasting on all visible sides of the package. CPS/Outward will ensure that barcodes are generated for all the booked packages and pasted at such position so that they can be scanned easily. The barcode labels are provided with adhesive on the rear side. The labels are also serrated with pre perforated holes and provided with a locking tag which can be used in case the labels cannot be pasted on surface which may be rough or wet.
b) Based on the packing condition of the packages the barcode labels may be tagged/pasted. In case of rectangular/square packages the barcode labels may be pasted with the self adhesive of the label. However in case of baskets, gunny bags where the labels cannot be pasted properly, the labels can be tagged with the help of self locking plastic tags provided with each label. These plastic tags would be passed through the pre-perforated hole on the Barcode label before being attached to the package. The tag would then be locked using the self locking mechanism.

c) PMS application has a provision to enter all packages booked from non PMS locations(transit packages) & CBA/out agencies so that barcodes can be generated for tracking purpose, and these can reflect in the loading potential for maintaining priority of loading of packages. Detailed procedure with screenshots along with procedure to be adopted is annexed as Annexure A. This is of utmost importance to ensure that all packages are loaded as per priority irrespective of the point of origin.

3. Movement of consignment-Action to be taken by Outward Godown clerk

Preparation of Loading Guidance –

Godown clerk:- Godown clerk will generate loading guidance latest upto 4 hours before scheduled departure of train. The scheduled time of Loading guidance generation can be suitably advanced prior to 4 hours, decided by respective station/division based on local conditions so as to ensure that the packages featuring in the loading summary reach the platforms well in time to be loaded and to ensure that loading is as per priority and there are no complaints of Breach of priority. On selecting the train for which Loading Summary is to be generated, PMS system will generate the loading guidance as per Priority defined and as per Carrying Capacity of SLR.

Parcel Porter:- Loading guidance will be generated in three copies and two copies will thereafter be given along with the packages to be shipped to the parcel porter and signature of parcel porter obtained on office copy. Parcel porter will carry the packages and two copies of Loading guidance to platform. He will hand over one copy and the packages to the loading clerk at the platform and obtain signature of loading clerk on second copy and return the same to Godown clerk as a proof of handing over of packages in the loading summary to the loading clerk.
Action to be taken by Loading clerk:-

a) Loading will be done by Loading clerk by scanning the bar-coded packages through handheld terminal. After scanning all the consignments, data is saved locally on handheld terminal and loading summary will be generated by mini printer attached to the belt of the transit clerk. This summary is to be given to Train guard, RPF constable and one copy to be placed as transit summary inside the SLR compartment. Data in the handheld is pushed to server at CRIS using GPRS automatically through batch program in handheld terminal for updating the loading status of the package and generate SMS alerts for the consignor and consignee.

b) Loading summary of the train can be saved in offline mode and the loading clerk can proceed to start loading SLRs of other trains. In this process, 24 SLR compartments of upto Six trains can be saved in offline mode. Train wise scanned data can be synched with the PMS server based on final loading status of a particular train.

c) In case some packages were scanned in offline scanning but have been left behind due to shortage of time or less space in SLR, these packages can be scanned through Reverse scanning function with the help of scan left over packages button on the HHT. Similarly packages which have been loaded in addition to the loading guidance can also be added through Add button on the HHT. A final summary can be generated after adding or deleting the packages to the summary saved in offline mode and loading summary print generated as detailed in para (a).

d) Loading clerk will also generate a loading guidance before commencing scanning of packages so that latest loading guidance can be generated at the time of loading. This will take care of the circumstances in case some luggage, perishable, News Paper/Magazines have been booked after the generation of loading guidance from system i.e four hours before the scheduled departure of train which have the highest priority for loading. They will also appear in the final loading guidance generated from the HHT.

e) In order to facilitate inclusion of FSLA packages, Registered FSLA party have been given the option of 2D barcode generation through internet at their premises. FSLA party will prepare location wise distribution list of the consignment through the system. The distribution list will be filled in particular trains by the party and on submitting the same system will generate the provisional PRR number as well as barcode labels which can be pasted on concerned packages. FSLA party will contact the concerned station for handing over the packages and for acceptance of the packages which have already been entered by FSLA party through internet. Once these packages are accepted by station, these will reflect in loading guidance and further action will be
taken by station for generating Loading summary through HHT which includes FSLA packages. After acceptance of the packages by the parcel clerk, the provisional PRR gets converted to a regular PRR, featuring in the loading guidance. Detailed procedure with screenshots is outlined in Annexure B. Zonal railways may generate user ID and password for their FSLA customers with the help of CRIS.

f) In case there is inordinate delay in uploading of data on central server for long periods i.e. more than 5 hour, there is provision of uploading of the data through docking stations provided on the PMS terminals. Detailed procedure with screenshots along with procedure to be adopted is annexed as Annexure C.

g) The HHT keeps on attempting uploading the data automatically for upto 5 hours at a regular interval of 30 minutes each. Once the data saved in offline mode is updated on central server, the HHT device duly gives an indication in this regard.

5. Action to be taken by Unloading clerk

Unloading summary will be prepared by Unloading clerk at the platform using barcode scanning handheld terminal, wherein unloading software will record the consignments which have been unloaded by scanning barcode affixed on the consignment. After recording all the unloaded consignments on unloading module data is saved locally on handheld terminal and unloading summary will be generated by mini printer attached to belt of a unloading clerk. This summary is to be given to inward godown cler/RPF personnel/Guard. Data in the handheld is pushed to server at CRIS using GPRS automatically through batch program in handheld terminal. On updation of data in central server the status of the consignment gets updated and consignor and consignees get the SMS message of their consignment being unloaded. In case of delay in updation of data, procedure as outlined in para 4(f) may be adopted.

6. Action to be taken by Divisional officers

All Divisional commercial officers will keep close watch that loading summary is generated through HHT and generation of Loading summary through Thin client is resorted to only when HHT is not functional and complaint on PMS helpdesk has been logged in this regard (As detailed in concluding part of Annexure C). This is important to check loss of packages and loss to railway revenue by way of claims since no check can be exercised in case the Loading summary is generated through Thin client.
Chief Commercial Managers,
1. Central Railway, Mumbai (CSTM).
2. Eastern Railway, Kolkata.
3. East Central Railway, Hajipur.
4. Northern Railway, New Delhi.
6. South Central Railway, Secunderabad
7. Western Railway, Mumbai (Churchgate).
8. West Central Railway, Jabalpur.

Subject: Parcel Management System (PMS) — Changes in Application — Generation of loading summary through HHT.

Reference: General Manager/PMS, CRIS letter No.2015/CRIS/NDSL-HQ/PMS/Implement/PMIS/0089/PT-1 dated 01.05.2015.

General Manager/PMS/CRIS vide letter dated 01.05.2015 addressed to Chief Commercial Managers of all Zonal Railways [copy enclosed] has advised that “In order to achieve cent percent loading through HHT, the HHT module of PMS has been modified so that loading summary may be generated through HHT only and generation of loading summary through thin client may be resorted to only when HHT at docking station is also not functioning. Two more fields namely HHT complaint number and HHT docking station complaint number has been incorporated in loading summary module and loading through thin client will be generated only when user has filed these two fields”.

It has also been advised that Sr DCMs and other field officers may kindly keep a watch on HHT usage statistics and their failure with their complaint numbers so as to enable CRIS to rectify defects, if any, in the application or the HHT device.

In view of above, Zonal Railways are requested to kindly provide comments on the generation of loading summary in PMS due to above mentioned changes. Difficulties, if any, faced during working through PMS may immediately be advised to this office so that CRIS may be approached accordingly for its early rectification.

D.A: as stated.

(B. B. Shafma)
Dy. Chief Commercial Manager/PMS

Copy for kind information to:
(1) Executive Director (EM) and Executive Director (C&S), Railway Board, New Delhi.
(2) General Manager (PMS), CRIS, Chanakyapuri, New Delhi.

Copy also to: Sr. DCMs — Delhi, Allahabad, Mugalsarai, Danapur, Howrah, Sealdah, Mumbai (WR), Ratlam, Vadodara, Mumbai (CR), Nagpur, Jhansi, Agra, Bhopal, Kota, Secunderabad, Hyderabad, Vijayawada, Nanded - for kind information and necessary action please.

Copy also to Dy CTM, Kanpur for kind information and necessary action please.
Annexure-A

Procedure of loading and unloading of Parcel packages received from non PMS location/CBA/OUT agencies

In PMS application there is a facility of entering all such packages which are booked from non PMS location (transit packages) & CBA/out agencies packages for the purpose of maintaining priority, bar-coding, scanning & tracking of these packages. This apart from giving complete loading/unloading details also helps in subsequent tracking of packages. Detailed procedure is explained as below

1. CBA BOOKING

   a) Click on Add and then enter the details
b) Then Click On Submit. Click on Ok in Do you want to save the Data

c) Then Finally Click on Exit.

d) To Generate the barcode Click on Booking and then on Generate Barcode
e) Click on Radio Button beside Stationary No and then fill the PWB No and station from and Station To and then on Submit.

<table>
<thead>
<tr>
<th>Barcode Generation</th>
</tr>
</thead>
<tbody>
<tr>
<td>P.R. No. *</td>
</tr>
<tr>
<td>Stationary No This option is for SYSTEM booked Packages only</td>
</tr>
<tr>
<td>Submit</td>
</tr>
</tbody>
</table>

Fields marked(*) are compulsory

Generate Your Barcode for PNR NUMBER: 455127

<table>
<thead>
<tr>
<th>Destination Station</th>
<th>CNB</th>
<th>Stationary No</th>
<th>455127</th>
</tr>
</thead>
<tbody>
<tr>
<td>Booking Date</td>
<td>24/04/2013</td>
<td>Booking Type</td>
<td>FWB</td>
</tr>
<tr>
<td>Total Packages</td>
<td>10</td>
<td>Total Weight</td>
<td>370.0</td>
</tr>
</tbody>
</table>

Select one option

- All Items

Choose Barcode Printer, Barcode Printer

Submit | Exit

f) Click on submit to Generate the Barcode.
2. UNLOADING AND GENERATING BARCODE OF TRANSIT PACKAGES

a) Go to Unloading ➔ Unloading Summary. Then fill up the required Details and Click Submit.

b) Click on New Package and then on Memo Item and then fill up the details. Change the DSTN to required station transit station. And then click on Add.
New Package.
c) Click on Generate Unloading Summary when adding over and then on Exit.
d) To Generate the Barcode Click on Generate Barcode

<table>
<thead>
<tr>
<th>Barcode Generation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P.R.R. No.</strong></td>
</tr>
<tr>
<td><strong>Stationary No.</strong> This option is for SYSTEM booked Packages only*</td>
</tr>
</tbody>
</table>

Submit | Exit

*Fields marked (*)& are compulsory.

e) Click on Radio Button beside Stationary No and then fill the PWB No and station from and Station To and then on Submit. Chose the Barcode Printer and then Submit to Generate Barcode.

Generate Your Barcode for PRR NUMBER: 751964

<table>
<thead>
<tr>
<th>Destination Station</th>
<th>P.R.R. No.</th>
<th>Booking Date</th>
<th>Booking Type</th>
<th>Total Packages</th>
<th>Total Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASR</td>
<td>751964</td>
<td></td>
<td>PWB</td>
<td>10</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Select one option
- All Items
- Item Number From 1 To 10
- Choose Barcode Printer
- Choose Font
- Choose Font Size

Submit | Exit
Procedure for FSLA dispatch entry & Barcode labelling by registered party from Internet

In this module the firm/Party will prepare location wise distribution list of the consignment through the system. The distribution list will be filled in particular trains by the party and on submitting the same system will generate the PRR number as well as barcode labels. The barcode will be pasted on the packages by the party. After that the party will approach parcel office of the concerned station for handing over the particulars along with packages. Detailed procedure is given as below

**FSLA Booking from Internet**

Step 1: Open URL http://www.parcel.indianrail.gov.in

Step 2: From Booking Menu chose option FSLA Booking
Step 3: FSLA party will enter his Firm Code in Firm Number and his initial password for login is the valid from date in the format ddmmyy i.e. if Firm Code NDLSRAM’s validity starts from 01/05/2009 then his password is 010509. Password can be changed later after login.

Step 4: Party will click on the link Prepare Distribution List Online.
Step 5: party will fill the dlst details for a particular train as above.

Step 6: On submit a Transaction ID will be generated and option to generate the barcoded label will open on clicking Generate Barcoded Labels button.
Step 7: These labels can be printed and pasted on the FSLA Packages from the FSLA party premises.

Note: FSLA Party has to go to concerned station for accepting the details of the particulars he has fed from Internet otherwise the consignment will not be shown in loading guidance and on uploading the data on central server the loading status will not be available.
Procedure for preparing Loading by providing HHT complains no.
and Docking complain no.

In case, data on the HHT is not updated on central server due to lack of GPRS connectivity; loading/unloading can be updated on central site through HHT docking system which would be connected to Ethernet port of PMS Thin Client and the data could be synced to PMS server.

In order to achieve cent percent loading through HHT, The HHT module of PMS has been modified so that loading summary may be generated through HHT only and generating of loading summary through thin-client may be resorted only when HHT at docking station is also non-functional. Two more fields namely HHT complaint number & HHT docking station complaint number has been incorporated in loading summary module and loading through thin client will be generated only when user has filled these two fields.

A) Docking HHT to Thin Client with connectivity to server

Step 1. What you will need?

You need

1. USB cable
2. Cradle with adapter
3. Hand Held Terminal
4. Powered on Thin Client
Step 2. How to connect?

1. Place HHT in cradle
2. Power on HHT cradle and Thin Client
3. Connect USB cable from HHT cradle to Thin Client as shown in picture

Step 3. What are settings in Handheld Terminal (HHT)?
Step 4. What are settings in Thin Client?

HIT Connected with USB Serial settings

Default setting to be changed
Step 5. Well done. Check HHT for connectivity.

1. Check url: http://10.64.1.150/pms/ in internet explorer on HHT.
2. Login to PMS Online
3. Upload loading / unloading summary to server.
B) Procedure for entering Complaint number in Thin client:

In case loading is not uploaded to server even after docking then the clerk may generate complaint number from PMS Helpdesk and then can generate the loading summary from thin client by providing the HHT complaint Number & Docking complaint number as below

<table>
<thead>
<tr>
<th>Train No.</th>
<th>12306 KOLKATA RAJHANT EXPRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loading Date:</td>
<td>22/May/2015 16:55</td>
</tr>
<tr>
<td>Scheduled Date:</td>
<td>22/May/2015 16:55</td>
</tr>
<tr>
<td>Available Space:</td>
<td>3900</td>
</tr>
<tr>
<td>Vehicle Type:</td>
<td>PCFSLR - 12853</td>
</tr>
<tr>
<td>Platform No:</td>
<td>1</td>
</tr>
<tr>
<td>RPF:</td>
<td>TEST RPF</td>
</tr>
<tr>
<td>TEST TAC:</td>
<td></td>
</tr>
<tr>
<td>Despatched under Guard Change Guard Name:</td>
<td>GUARD</td>
</tr>
<tr>
<td>Headquarters:</td>
<td>HQ</td>
</tr>
<tr>
<td>Wagon Type &amp; Rly.</td>
<td></td>
</tr>
<tr>
<td>HHT Complain No.</td>
<td></td>
</tr>
<tr>
<td>Docking Complain No.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PBK</th>
<th>PBK</th>
<th>22/May/2015</th>
<th>P</th>
<th>0</th>
<th>0</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>PWB No.</td>
<td>0</td>
<td>Condition:</td>
<td>Remarks:</td>
<td>Desc:</td>
<td>52</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Load (no.): 0
Minutes of the Meeting held on 25.3.2008 at Rail Bhavan, New Delhi

MEETING ON STRATEGIES FOR ROLLOUT OF PARCEL MANAGEMENT SYSTEM

Participants

Railway Board:

Addl. Member (C&IS)
Executive Director (C&IS)
Executive Director (FM)
Director (C&IS)
Director Electronics (C&IS)
Director (FM)

CRIS:

General Manager/Project-IV

Zonal Railways:

CCM/CR
CCM/ER
CCM/NCR
CCM(FM)/NER
CCM(FM)/ECR
CCM(FM)/WCR
Dy.CCM/SCR
Dy.CCM/NR

1. ED(C&IS)

Pilot Project sanctioned in 2005-06 was started on New Delhi-HWH Route covering 7 stations on NR, NCR, ECR and ER at a total cost of Rs.2 crores. The response from the zonal railways was initially inadequate resulting in delay in implementation of the pilot.

2. AM(C&IS)

The technology having been proven, PMS has now to be proliferated and therefore in the Works Programme 2008-09, a work of Rs.93.69 crores has been proposed covering the Golden Quadrilateral and its diagonals and would practically cover the entire Indian Railways. It is essential that it is rolled out in a smooth and expeditious manner. Entire system on all Indian Railways is to be set up by June 2009 while Phase-I rollout is scheduled by January 2009.
A presentation was made by GM/Project-IV on the Pilot Project, its features and outcome.

- Barcodes to be put on parcels booked and summary made.
- After the loading, the loading clerk can generate loading summary through bar code scanner and the same can be crosschecked.
- Inward godown summary can also be generated and goods can subsequently be given to the customer.
- Status of all the activities from beginning to end can be viewed on the website/commercial portal.
- The rates and charges etc for parcel freight can be viewed on the website/commercial portal.
- Audiovisual file already installed in each terminal to help the user in case of difficulty in operating the system.
- Data warehouse will be available where PMS reports of various kinds can be generated for different needs.
- PMS will be on UTS backbone.
- CRIS will train the parcel staff for 3 months after the installation of the system. Zonal Railways should spare staff for training.
- The existing staff in the parcel office is to be trained to handle upkeep of the equipment installed for PMS.
- Copy of the Presentation is being uploaded on Railway Board's Website along with agenda papers.

4. Discussion and Decisions

- Plans for installation should be finalized and frozen and last minute changes should not be done. Railways to advise any changes in the list of proposed stations within a fortnight.
- It was requested that barcodes labels, electronic weighing machines, barcode printers and scanners should be initially procured by CRIS to ensure uniformity and compatibility with the system equipment. Board shall take a view on the subject. These items are to be procured under Revenue.
• Modernization of parcel office is also needed. Space provided to depend upon the number of terminal to be installed.

• Air conditioning is optional. The system hardware should be able to function in non-AC environment.

• Power back up from DG sets to be provided for PMS equipment. CRIS should advise the requirement of load to zonal railways.

• CRIS should circulate the standard layout plan of parcel offices to the Railways.

• CRIS requested that the categories of trains for the purpose of chargeable rates should not be changed frequently. ED(C&IS) emphasized that the technology should be able to incorporate any changes in the freight, category of trains etc.

• ED(C&IS) suggested that Railways should have a single window system for booking.

• Railways’ apprehension regarding parcels off loaded at stations not covered under PMS needs to be addressed.

• Guard should be given a copy of the loading summary. The possibility of printing the final summary from the barcode reader may be examined by CRIS.

• Standardisation of stationary required for automation of PMS should be done by 31.3.2008. Meanwhile, Gate Pass format of BR may be used.

• Functional specs and user manual of the PMS should be uploaded on the CRIS website.

• Issues regarding advance booking for newspapers and magazines need to be resolved.

• CCM/NCR mentioned that all modules of the pilot phase have not yet been implemented. CRIS must ensure that all modules become functional by 15.4.2008. Concerned CCMs may give feedback to the Board.

• AM/C&IS desired that CCMs may also review the stations open for parcel booking with a view to rationalize and reduce the numbers.

• By CCM/NCR requested for provision of work charge posts in the estimate for better coordination with CRIS and supervision of rollout.
CCM/CR suggested that while designing the stationary care may be taken to eliminate superfluous fields.

Comments on Annexure-IV from the Railways should reach Board by 15.4.2008.

Phase I & Phase II – Annexure 3A – Detailed estimate to be given by CRIS by 15 May 2008.

All CCMs should give a feedback to Board and CRIS in regard to MIS reports required from the Application.

CRIS should also generate all accounting reports related to Parcel working.

RFID technology proposed to be used in Phase-II for godown management in tracking the consignment.

PMS Training Centre has been set up in CRIS, with a 3 day Training Module.

Railways raised the issue of generating PRR’s for parcels at transit/trans-shipment points, which were booked from non-PMS locations. Similarly, a system has to be devised for recording delivery of parcels booked from PMS to non-PMS locations.

It was also decided to provide PMS terminals with all Commercial Controls as well as nominated officials looking after parcels to monitor the performance of parcel booking and clearance.

Next Review Meeting to be held in May 2008.