Transport Accounts Management System

(Synopsis)

A Challan starts the process of transport, made when a trip is fixed. A Consignor sends a product to a Consignee (who is related to a Party of Company). A T/L is assigned to the trip, which may belong to Company (owntl) or hired from market (mkttl). If the T/L is a mkttl, a rate is fixed with it. The mkttl (or its owner) will bill Company at that rate. Company's rate is fixed for the party, item & trip for a period already. If there is a detention before the unloading, the party will pay at a predefined rate per day, if included in contract. The mkttl may also get its share as per contract with Company. If the T/L is owntl, it has a driver attached to it. He is paid the expenses for the trip. He is allowed to fill fuel from pumps which is paid by the Company and tallied against an estimated quantity. If the product is delivered short, the shortage in turn is passed to mkttl or driver of the owntl, as the case may be. The party may deduct at some predefined rate on shortage above the allowed limit during the payment. Bills are raised to party at certain intervals, generally monthly, but may be raised on shorter intervals too. Challans may be selected also, like some challans may be dropped because the bill is getting too long or there's a dispute with a challan. The detention bill is raised separately. Sometimes rates change with effect from earlier date and so it is required to raise Supplementary Bill on challans for that period which are already billed for the difference of rates. The bills are sent to party. The party deducts shortage, and sometimes penalty, as per the contract. Sometimes ad-hoc payment is received from party, which is adjusted later when the details breakup available.

The bills from mkttls, which is supposed to come from them, is made from company's accounts and named Hire Freight Bill. It is basically the ledger of the mkttls, presented in a little different format. A Hire Freight Bill may be made owner-wise too, accumulating all his T/L ledgers. Generally all payments are made against individual T/Ls. For owntl, the expenses related to T/L are marked own expenses and whenever a payment is made in that account, a T/L is tagged.

A T/L is own or market for a period. Own T/L can be sold to creditor and can work as market T/L after that. Market T/L can be bought into own fleet. And one creditor can purchase another's T/L. T/Ls are grouped owner-wise and can be billed that way as well.