

**MINUTES OF THE MEETING WITH COMMISSIONER-CUM-SECRETARY,
STEEL AND MINES, GOVERNMENT OF ORISSA ON 09.08.2011 AT 4.00 PM.**

Meeting was held at the office of Commissioner-cum-Secretary, Steel and Mines, Government of Orissa on 09.08.2011 at 16:00 hrs.

Meeting attended by:

1. Secretary, Steel and Mines, Government of Orissa
2. CCM (FS), East Coast Railway
3. CPM(FOIS), Northern Railway
4. Sr. DCM, East Coast Railway, Khurda Road
5. Representatives IT implementation team of Orissa

Process followed by the Miner /Lessee/ Department of Mines for ORES Movement

1. The Miner/Lessee applies for permit for transportation of minerals to the Dy. Director of Mines of their respective mining circle.
2. The IT system auto checks during the application request for permit on the validity of the lessee, Pollution, Forest, Mining Plan and the licensee to whom mineral to be transported.
3. Thereafter the request gets initialized by the DDM and gets forwarded to SIM (Senior Mining Inspector) for physical verification of minerals and stacks given by the lessee when applying for permit.
4. After verification by SIM, then the request is forwarded to MO for verification of on the system generated Application Fee, Royalty Fee & TP book fee that is to be paid by lessee.
5. Then the request is forwarded to lessee for payment of necessary fees.
6. Lessee pays the required fees on line; a request is forwarded to DDM/MO for final approval of his permit request.
7. After approval by DDM, a bar-coded form-L or Form I is generated. A unique number is generated for each L-form or I-form. The form mentions lessees, buyer, validity of permit, mode of transport and quantity of ore. It is also possible to generate a railway forwarding note. The forms are

downloadable by the lessee/licensee. Once downloaded, Forwarding Note does not need any signature from DDM. In other words, State Govt. verification is completed with generation of L-form/I-form and is not dependant on authenticating the Forwarding Note.

Integration of Both Systems

It was discussed and decided that, the following integration could be done for the data exchange between both the systems, FOIS and Department of Steel & Mines.

1. At the time of supply of Rake before physical loading, the party shall be asked to provide the details of the Rake Permit issued to him by the Department of Mines.
2. A task should be designed in the FOIS/TMS application, to capture the Rake Permit details against the demand before supply of the Rake.
3. Once the Rake Permit is entered in the system, the FOIS/TMS System shall validate the Rake Permit to prevent reuse of the same.
4. The FOIS System shall interact with the Department Of Mines System with the Rake Permit Details as submitted by the Miner for the Validity of the same. If the permit is valid, all the details of the Rake Permit (Form L & Form I, OMPTS Rules, 2007) shall be transferred to FOIS/TMS System from the Department of Mines System.
5. The details of the Rake Permit, as received from the Department Of Mine's System, shall be shown to the Railway Staff to verify the same with the copy of permit submitted by the Consignor.
6. Once found to be correct and matching with the details given on Forwarding Note, the FOIS/TMS System shall link the Rake Permit with the Demand registered in the FOIS System.
7. A validation check shall be introduced in the FOIS/TMS System, not to allow the supply of the rake till the linkage is available in the FOIS/TMS System as mentioned above.
8. Once the RR is generated in FOIS/TMS System, the actual consignment loaded on the rake with other details shall be transferred to the Department Of Mines System against the Rake Permit.

9. The individual trip sheets along-with the trucks need not be validated by the Railway Staff. Railway staff should only validate the Rake Permit issued by the Department of Mines.
10. The question of validity of taking Form-L/Form-I permit was discussed in detail with the technical teams, it was felt that validity date of the Form-L/Form-I puts restriction on the Railways vis-à-vis supply of wagons to the customers. Railways is in the logistic business and it is not always possible to meet the demand for wagons in a time bound manner. It was, therefore, requested by the Railway officials that the State Govt. may consider giving a validity date (for those Form-L/Form-I which are to be moved by rail) "up to loading" or up to the end of the current financial year.
11. In view of the above, Board may consider dispensing with the clause that the Forwarding Note should be signed and authorized by the Department Of Mines. The miner then can be allowed to register the demand in FOIS without the Rake Permit. This shall require a deliberation by Board in consultation with the concerned State Govts. It was discussed that this will be a full proof system and ensure end to end accounting of ore.

During discussion, it transpired that the State Govt. shall be able to complete computerization of all circles by December, 2011. Since the processes for L-form from Lessee & Form I from the Licensees in computerized and non-computerized territory are different, the integration of two systems (viz. Railway FOIS and State Govt.'s i3ms) will be done only after the State Government IT system is rolled out in all the locations of the State. In the meantime, the Technical resources from the Railways (CRIS) & the State Governments' implementing agency (ISL) will start the integration process and pilot test at the computerized location so as to be ready for the final roll out on the date to be decided by the State Government of Orissa.

Before the system is taken up for implementation formal order of the State Government will have to be obtained.


(Manoj Ahuja)
Commissioner-dum-Secretary to Govt.