

Directorate of Geology & Mining, Uttar Pradesh

Prepared in connection with the system demonstration — anticipated questions and responses.

GENERAL

ABOUT THE SYSTEM

Is this real-time production data?

No. The dashboard operates on **illustrative data**, constructed to closely reflect the Directorate's actual figures, documents and workflows. The screens, logic and decision flows are functional; the underlying data is for demonstration only.

How long would a production deployment take?

This depends on the pace of integration access. The dashboard, roles and case views are demonstration-ready today. The determining factor is how quickly access is granted to the GPS provider and the eTP/transit-pass system of record — see the capability document for a system-by-system breakdown.

Who authorises action on a flagged case?

A designated officer, in every instance. The dashboard surfaces a flagged pass together with its supporting evidence — it does not initiate enforcement action independently. Every escalation shown in the demonstration requires an officer decision.

Where would the data reside — cloud, on-premises, or government infrastructure?

This is a deployment decision, not a platform constraint. The system can be hosted on departmental or NIC infrastructure where data residency requirements apply.

MINING

DEPARTMENTAL QUESTIONS

What specifically causes an eTP pass to be flagged?

A pass is flagged where the GPS position recorded at issuance does not correspond to the registered mine location, where the route taken deviates from the approved route, or where the vehicle returns to the mine within a window consistent with an undeclared second dispatch ("double trip").

Can this operate alongside the existing eTP / e-Way Bill system?

Yes. The dashboard is designed to operate alongside the existing transit-pass system of record, not to replace it. It requires read access (and, ideally, write-back for status updates) to eTP issuance data and GPS feeds from registered carriers.

What follows once a case is escalated?

In the demonstration, escalation is routed to a Regional Enforcement Officer with a defined response target, or to a control room for case logging. In deployment this would be mapped to the Directorate's existing chain of command.

Does this require new hardware on vehicles?

No. The system relies on GPS data already generated by registered, AIS-140-equipped carriers. Additional hardware would only be required for supplementary sensors beyond GPS, should that be desired.

How is royalty at risk estimated?

From dispatch volume measured against permitted quota per lease or cluster, cross-referenced with flagged and unverified passes. The district- and cluster-level view indicates where utilisation exceeds permitted volume.
