

**OFFICE OF THE COMMISSIONER OF COMMERCIAL TAXES:  
ORISSA: CUTTACK.**

No.VI(V)95/2009-12648/CT.,

Dated.09/07/2009

**CIRCULAR**

**Sub: Computerised Check Gates - Recording of check gate data in VATIS and action against vehicles carrying out-to-out consignment not passing through the exit gates - Regarding.**

It has come to the notice of the undersigned that data of movement of all vehicles carrying commercial goods and passing through the check gates are not being entered into the VATIS. Instead, the data for some of the vehicles is entered offline. As a result, sizable quantities of valuable data are remaining outside the system and are not being subjected to further analysis and scrutiny. In Girisola check gate alone, every day more than 200 numbers of waybills are being entered offline which are also not subsequently up-linked to the VATIS. Similar is the case in other major border check gates.

This matter has been examined. The main reasons for this situation are as follows:-

Check gate module of VATIS software has inbuilt feature that once there is an entry of a particular vehicle into the system, there needs to be a corresponding exit entry in order to close the particular case. If the case is not closed, it remains a “mismatch” making further entries not possible in VATIS. As all check gates are not computerized, the exit entries have not been made in several cases. More importantly, the Laxmannath check gate (computerized) was flooded and fully damaged during 2008 floods resulting in non-functioning of check gate module for many months. The exit entries for all vehicles passing through Laxmannath Road check gate

during the said period could not be made. Due to these factors, a large number of vehicles which genuinely crossed the exit gate out of the State are being shown as “defaulters” due to “mismatch” entries. The system has been so designed that no data entry is possible unless the “mismatch” is closed. As no decisions were taken on the matter, huge “mismatches” persists due to reasons not attributable to the fault of either the vehicles or the officials of the Department. In order to keep the check gates functioning under these circumstances, “offline” entries are being made by the officials. But these “offline” entries escape the check gate module making more and more vehicle entries / exit in a non-connected VATIS mode. Offices in the Ranges / Circles who view the system for cross verification are also at a loss to find many genuine entries missing in the VATIS as the movements are taking place through offline / manual entries which are outside the VATIS.

To solve these issues, after a detailed deliberation, following decisions are made:-

- (a) The check gate module in VATIS is being modified to ensure that passage through non-computerized check gate does not require system based closure and no system “mismatch” occurs if the exit is through a non-online check gate.
- (b) The outstanding “mismatches” on account of various reasons (up to 30.06.09) noted above will be settled in the system so that it will be possible to make data entry in VATIS for all vehicles which are concerned with these “mismatches” of earlier period.
- (c) **As soon as VATIS software is modified as at (a) and (c) and mismatches are closed / settled as mentioned at (b) above, an intimation for that will be given to all computerized check gates and further offline entries will be stopped forthwith.** Only check gate module will be used for data entry of incoming /

outgoing vehicles. Thereafter, if there is any “mismatch”, the same will be required to be settled through penal proceeding as provided under law. Offline entries will not be made except for reasons to be recorded in writing by Assistant Commissioner of Commercial Tax of the computerized. Check gate with due intimation to Addl. Commissioner of Commercial Taxes (Enforcement). The closure of the cases in the system may be done by the Assistant Commissioner of Commercial Taxes (ACCT) in-charge of the computerized check gate after recording reasons for the same. The necessary modifications will also be carried out in the check gate module of VATIS regarding this.

- (d) In cases where evidence is produced showing exit of any mismatch vehicle through any computerized gate without following above procedure disciplinary action shall be taken against the shift duty ACTO and DEO at the exit gate.
- (e) At the gates, data entry of all waybills and T.Ps received in a shift in the VATIS shall be the responsibility of the shift duty STO, ASTO(s) and the DEO(s). For any omission or commission in this regard, each of them shall be held personally responsible. Apart from them, the ACCT or officer in charge in the check gate shall have overall responsibility for cent percent entry of all the waybills and T.Ps.
- (f) At the Head office level, monitoring the functioning of the check gates shall be the responsibility of the Addl. C.C.T(Enf.)

**Sd/-**  
**( T.K. Pandey )**  
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