



दक्षिण पूर्व रेलवे
South Eastern Railway

गोपनीय / CONFIDENTIAL

महाप्रबंधक कार्यालय (सतर्कता शाखा)
Office of the General Manager (Vigilance Branch)
प्रशासनिक शाखा Administrative Branch
11, गार्डन रीच रोड, कोलकाता - 700043
11, GARDEN REACH ROAD, KOLKATA-700043

No.G.130/C/2022/10/00347/V5/N/Sys.Imp/1953

Date: 15.06.2023.

To
The PCME, PCSC,
South Eastern Railway,
Garden Reach.

Sub: Suggested System Improvement.

In recent past a case has come into light regarding arrest of contractual labour by RPF inside Workshop area as 'trespasser'.

Existing system of issue of Temporary gate pass to the contractual labour involving **multiple offices leaves a trail of complexity for the Executives, Security staff and Contractor.**

In view of the same the following System Improvement is suggested: -

- i. The executive's office shall indicate the conditions of requirement of documents towards issue of Gate pass for the labour to be deployed in the LOA itself.
- ii. Existing system of issue of gate entry permit to the contractor labourer may be modified so that the concern executive awarding the work may also issue the gate-pass for the contractor workers. Executive office shall ensure the timely issue of the gate-pass through his office.
- iii. Before issue of the gate-pass, a declaration shall be obtained from the contractor that the personnel proposed to be deployed by him, has not been engaged under any other contract.
- iv. The Daily attendance register for each contractor labourer against each work order/agreement/LOA shall be maintained and unique ID/Gate-pass numbers shall be ensured by the executive office.
- v. The local Labour Enforcement Officer shall be intimated about the "date of start of work" and issue the required Form-III to the contractor as stipulated in CLRA and every principal employer shall obtain Licence to employ the contractual Labour.
- vi. The above fact at Sl.No.(iii) shall be reconciled with the Bank Statement/EPFO/ESI contribution Challan submitted by the contractor during passing of bill (where Nos. of labour deployment is specifically mentioned in the tender conditions) and updating of **shramikkalyan portal.**

Contd..2/-

: 2 :

- vii. On completion of awarded work, or change in labour deployed by contractor, gate-pass shall be taken back from the contractor by the executive's office. In the event of any contract labour is not reporting to work, suitable entry in the attendance register shall be made to that effect.
- viii. Security staff shall ensure that the possession of valid gate-pass by the contractor labourer at the time of entry in the prohibited areas and any action on the contractual labourer thereafter shall duly be communicated to the Principal Employer i.e. Executive Officer or the subordinate in-charge of the work.
- ix. In terms of Factory Act, 1948 Chapter-II Section 17A, as the responsibilities of training, supervision, and the general superintendence over the contractual worker also rest upon the Occupier of the Factory premises, he will be kept informed by the executives.
- x. WPO office will maintain a consolidated list of contractual workers employed in the Workshop. In case of duplication of same person under two different works is noticed in this consolidated list, the same will be promptly informed to the respective Executive Officers by the WPO.
- xi. Complete onus of maintaining the contractual labour accountability rests upon the Principal Employer. While security to the Railway property, Materials and disharmony in the prohibited areas remains with the security staff.
- xii. Uniform pattern of Gate entry Permit mentioning AADHAAR number of the worker shall be followed for the gate-pass.

The above system improvement is indicative and for guidance only and any other intelligible issues/suggestion/observation may be communicated to this office for necessary amendment.

Encl:-Nil.


(VINEET GUPTA)
SR. DY. GENERAL MANAGER
South Eastern Railway



दक्षिणपूर्वरेलवे
SOUTH EASTERN RAILWAY

कार्यालय office of the-
महाप्रबंधक (सतर्कता)

General Manager (Vigilance) प्रशासनिक शाखा

Administrative Branch
11th Garden Reach Road, Kol-43.

Dated: 19.09.2023

G.130/PC/2023/02/02095/V-1/KGP

To
The PCCM,
South Eastern Railway
Garden Reach, Kolkata-43

Sub: Review of penalty clause for detention of trains.

A preventive check was conducted on loading activity of Leased Parcel consignments at MCA and PKU station in 18045 exp for the period 01.01.23 to 31.01.23. In the check it was detected that the train was frequently detained beyond its schedule stoppage for loading of leased parcel consignments in leased VP/SLRs. However, in general, 1-3 min, detention was not recorded in TSR. Even after recording the detention for loading of leased parcel consignments in TSR on duty SMs failed to serve any detention memo to concerned CPS for which no penal charges was raised against the Lease Holder. Many times the train was allowed to detain for more than 5 min, even to an extent of 12 min (on 24.01.23, 18045 exp at PKU), beyond its schedule stoppage for loading of leased parcel consignments.

Para 23.11 of CPLP (FM circular no 6 of 2014) stipulates a penalty of only Rs 5000/- for detention of train at any station beyond its schedule stoppage on account of loading/unloading of leased parcels. However, it is evident from the check report that the provision of the aforesaid Para was misused by parcel Lease Holder in collusion with some Railway staff. Despite causing heavy detention of coaching train, the Lease Holder paid a meagre penalty amount of Rs 5000/- as per extant rule.

In view of the above, to prevent recurrence of such type heavy detention in future on account of Lease Holder the aforesaid provision of CPLP pertaining to penalty for detention may please be reviewed for it to act as a deterrent for the Lease Holder.

This has the approval of SDGM /SER.

19/09/23
(Prabhat Prasad)
Dy. Chief Vigilance Officer/T.



दक्षिण पूर्व रेलवे
South Eastern Railway

महाप्रबंधक कार्यालय (सतर्कता) / प्रशासनिक शाखा
11, गार्डन रीच रोड, कोलकाता-700043
Office of the General Manager (Vigilance)
Administrative Branch
11, Garden Reach Road, Kolkata-700043
e-mail: sdgm@ser.railnet.gov.in
Ph:(033) 2439-6657; 2439-7133(Fax)

No. G.130/C/2023/05/01058/V3/N/HQ/2528

Dated: 22.09.2023

To
The PCMM, PCME, PCEE,
South Eastern Railway/GRC.

Sub: Review of "LPS" and "TUFF" Brand in the relevant Drawings and description of Fastener items before Publishing tender.

- Ref:** (i) ICF's instruction vide letter No.MD/D/HWI/80 dated 01.06.2023, 28.02.2023 & MD/D/FBD/41-F dated 04.11.2019.
(ii) RCF's instruction vide letter No.MD44121 dated 20.12.2022 & dated 16.02.2023.
(iii) IREPS Vendor directory as on 21.08.2023.

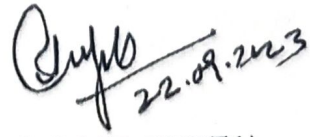
During investigation in a case, it has come to notice that item description in tenders issued by S.E.Railway procurement units are not updated with above guidelines of PUs and Inspection agencies.

It is also found from IREPS Vendor directory dated 21.08.2023 that M/s. Pioneer Nuts & Bolts Pvt. Ltd., Ludhiana is a registered source for HSFG Bolting Assemblies with DTI Washer as per RDSO item ID 3100428, sub item ID 3100428001 with "TUFF" make but not added in the description of relevant Fasteners items in SER tenders. Also, LPS Brand is existing in tender description and drawing inspite of guidelines issued by ICF regarding their removal from the relevant drawings of ICF mainline and EMU bogies.

The description of the relevant items may be reviewed and necessary changes, if any, may be effected before issue of the tenders for these items.

All the concerned officials may please be advised accordingly. The action report may please be sent to this office for record purpose.

Encl: - Nil.


(ABHAY KUMAR GUPTA)
SR. DEPUTY GENERAL MANAGER



दक्षिण पूर्व रेलवे
South Eastern Railway

कार्यालय महाप्रबंधक (सतर्कता)
Office of the General Manager (Vigilance)
प्रशासनिक शाखा/Administrative Branch,
11, गार्डन रीच रोड, कोलकाता-43
11, Garden Reach Road, Kolkata-43
e-mail: sdgm@ser.railnet.gov.in
Ph: (033) 2439-6657
Fax: (033) 2439-7133

No. G.130/PC/2023/01/00611/V1/N/CKP/2580

Dated: 29.09.2023

To
The Divisional Railway Manager/s,
South Eastern Railway.
ADA, CKP, KGP, RNC,

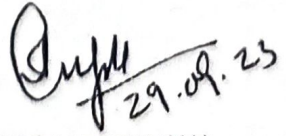
Sub: Violation of revised JPO of SER on NI and Special Canceled ticket.

A preventive check was conducted at Booking Office-BZN on 23.05.2023 by Vigilance Branch/SER. During the check, it was detected that on 21.05.2023 one UTS ticket amounting to Rs.170/- Ex.BZN to JSG was made Special Canceled by using "Reason Code 14" but specific reason was not mentioned in the Special Cancellation Register. Signature of the supervisor was also not obtained, but as per revised JPO of SER on NI/Canceled/Special Canceled ticket circulated vide No.TA/NI/SPL.CANCELLATION TICKETS/JPO/12/2017 dated 06.12.2017 **"The reason code should be checked with the ticket made NI / Special cancellation. Incidence of reason code "1" & "14" should be done with the endorsement of CBS/BS".** It was also noticed that Sr.TIA and Sectional CI had not checked the NI & Special Canceled ticket on regular basis which violates the provision as laid down in the said revised JPO wherein it was instructed that **"The Sectional CI must check and countersign the NI Register at least once in Ten (10) days. High Percentage of NI tickets must be noted, reported and appropriate measures taken. The NI statement should be tallied with NI Register" & "TIA should carry out 100% check of all cancelled tickets".**

It is noteworthy that system has already been put in place by the JPO vide TA/NI/SPL. CANCELLATION TICKETS/JPO/12/2017 dated 06.12.2017, but its implementation was found to be missing at field level. To improve the system, it is requested to conduct a Special Drive in this regard to sensitize the field staff about the implementation of the said JPO. Officers should also be mandated to periodically inspect the Special Cancellation Register so that field level implementation can be monitored.

The matter may please be treated as URGENT.

Encl: Nil.


(ABHAY KUMAR GUPTA)
SR. DY. GENERAL MANAGER



दक्षिण पूर्व रेलवे
South Eastern Railway

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सतर्कता शाखा /Vigilance Branch
11, Garden Reach Road,
Kolkata-700043
e-mail: sdgm@ser.railnet.gov.in

No.Q.130/PC/2022/12/01384/V5/N/KGP/ 2783

Dated: 18.12.2023.

✓ Fr. Chief Electrical Engineer,
Chief Administrative Officer (Con),
South Eastern Railway, Garden Reach.

Sub: System improvement regarding measurement of OHE Foundation work.

In the course of Vigilance Investigations on Erection works of OHE, it is observed that the measurements of Casting of Foundations for OHE masts is being recorded on loose leaflets titled "Daily progress report", wherein only the physical location and type of the foundation is being recorded without any reference to location and type as per sanctioned Location Plan.

Moreover Railway representative signing the DPR are often in Helper or Technician grades. Attention is drawn to Para 1315 of the Engineering Code whereby SSEs have been detailed the responsibility of 100% measurement of the Works. The details recorded in DPR should be invariably signed by concerned JE/SSE.

Attention is also drawn to clause 20 (2) of the GCC, whereby alterations in location and types of the foundations has to be authorised by the "Engineer".

With the system of recording work on loose leaflets in the form of daily progress report it is very difficult to maintain any effective managerial supervision over the execution. Some DPRs were also found missing from the records submitted to Vigilance and could be produced by the Executive only at a later stage.

Poor supervision in this regard led to widespread deviation from the LOP and huge variation up to 100% in this schedule. Moreover increase in the number of foundations leads to proportionate increase in number of other scheduled items such as masts/portals cantilever etc. So it is all the more essential to maintain diligent supervision on this work.

So the present system of recording Daily Progress on Loose leaflets must be discontinued. For all OHE works involving casting of OHE foundations, a separate "OHE Foundation Work Register" may be maintained containing the following details:

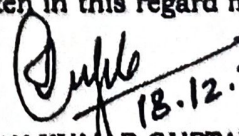
Agreement No.

Page No.:

Sl. No.	Date of casting	Location, No.	Type as per Drawing	Volume as Approved	Actual Type of foundation casting at site	Dimension as measured	Volume actual	Remarks for alteration in location / type, if any	Signature of Contractor's Engineer	Signature of Consignee (SSE)	Remarks by officer with sign, in case of deviation from LOP/ cancellation of foundation

PCEE may issue necessary instructions in this regard. The action taken in this regard may be intimated to this office,

Encl: As above.


(ABHAY KUMAR GUPTA)
SR. DEPUTY GENERAL MANAGER



दक्षिण पूर्व रेलवे
South Eastern Railway

सतर्कता शाखा /Vigilance Branch
11, गार्डन रीच रोड, कोलकाता-700043
11, Garden Reach Road,
Kolkata-700043
e-mail: sdgm@ser.railnet.gov.in

No.G.130/C/2023/12/Sys Improvement/

Dated: 29.12.2023.

To
Principal Chief Operations Manager,
South Eastern Railway,
Garden Reach.

Sub: Suggested system improvement in regard to utilisation of Running staff (Guard) for non-running duties in the exigencies by adopting uniform method.

During the course of investigation of a complaint case, it is observed that Running staff (Guard) are utilised for non-running duties in the exigencies of work and for which ALK/KMA is drawn without any appropriate authority / order duly declaring such emergencies are qualifying for ALK, whereas, as per Para 905 (ii) of IREM, running staff shall be entitled to get ALK subject to the conditions specified by or under these rules against performance of certain specified stationery duties or any other duties which may be declared in emergencies as qualifying for an allowance in lieu of kilometrage.

It is also relevant to mention here that no specific system has been adopted by the concerned authority and only pick and choose system appears to be adopted by the concerned authority which is likely to cause grievance / complaint.

Considering above and to avoid further such complaints the following system improvement is suggested for engagement of running staff (Guard) in non-running duties and drawal of ALK/KMA thereon: -

"Before every engagement of running staff (Guards) in non-running duties in the exigencies of work adopting a uniform method through which only eligible and willing staff can be engaged and payment of ALK/KMA to be made as per Para 905 (II) of IREM / other related instructions only."

Necessary instructions in this regard may please be issued with a copy. to the undersigned.

Encl: Nil.


29.12.2023
(ABHAY KUMAR GUPTA)
SR. DEPUTY GENERAL MANAGER

Copy to : - PFA/SER; PCPO/SER.



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दक्षिण पूर्व रेलवे (सतर्कता शाखा)
11, गार्डन रीच रोड, कोलकाता-700043
South Eastern Railway
(Vigilance Branch)
11, GARDEN REACH ROAD,
KOLKATA-700043
e-mail: sdgm@ser.railnet.gov.in

No. G.130/C/2023/05/00618/V3/N/HQ/2422

Dated: 04.09.2023

05

To
The PCMM, PCSTE, PCE, PCME, PCOM, PCCM, PCEE, PCSC,
The DRMs - ADA, CKP, KGP, RNC,
South Eastern Railway.

Sub: System Improvement for preparing tender document.

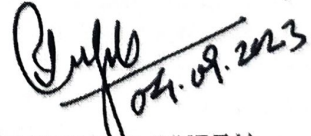
During an investigation of this Zonal Vigilance unit, it is found that the description of item is being kept in tender form / document with default description of IMMIS but the tender conditions are not properly aligned with that particular description of tendered material. The firm also supplies the material in accordance with the tender condition which is in turn accepted by the user.

In order to avoid such conflicting situation where description of item is not matching with tender condition, the following is suggested: -

- (i) Proper attention is to be given to the drafted tender condition to ensure that it is in line with the default IMMIS description of particular PL number. For an example if ISI marked material is to be procured, then tender condition apart from required past performance should also mention whether subject item to be procured from BIS manufacturers (OEMs) or their tender specific authorized dealers only.
- (ii) Description of the tendered material should contain complete specification parameters to the extent possible (golden parameters) & tender condition should be framed accordingly.
- (iii) The tender condition should not conflict with the tender description of item being procured.
- (iv) Items with ISI marked description may be checked with the specifications and descriptions may be reviewed accordingly.

Action taken in this regard may be communicated to this office for record purpose.

Encl: Nil.


(ABHAY KUMAR GUPTA)
SR. DY. GENERAL MANAGER

**CONFIDENTIAL**

South Eastern Railway
Vigilance Branch
11, GARDEN REACH ROAD,
KOLKATA-700043

No.G.130/PC/2023/05/00100/V2/N/KGPW

Dated: 28.06.2023.

To
The PCME, PFA,
South Eastern Railway,
Garden Reach.

Sub: Payment of Incentive Bonus to SSEs in Workshop & Production Unit.

Railway Board vide their letter No.2019/V1/Thrust Area/1/1 dated 22/02/2023 identified "Thrust Areas" during the year 2023 which inter alia includes "Checking of incentive bonus given to SSEs in Workshop". Accordingly, a comprehensive check was conducted by the Vigilance team in the various shops of KGP Workshop.

2. During Vigilance check, it has been observed that handpicked SSE's are posted in the Technical Section/Stores Section/Technical Assistant under the orders of the branch officers. SSEs posted in Tech Cell/working as Technical Assistant etc, having no direct involvement to the shop production or supervising. However, they are signing in the shop attendance registers and physically working in the Technical Cell/Stores Section of Dy.CME's office or CWM office and those SSEs are paid the monthly incentive bonus @ 15% of their basic pay.

3. No provision exists in Mechanical Code / Rolling Stock code regarding running of Technical Cells under Dy.CMEs /CWMs Office. However, it has been observed that as many as twenty one SSEs are working in non-incentive category, in the Technical Cell and other places under Dy.CMEs or CWM, and have drawn more than Rs.5 Lakhs (Annexure-1) towards incentive bonus during the last three months only. As per the office order, as the job assigned to them, they are no way connected to the supervising Direct Workers or Essential Indirect Workers in the shop-floors which are the main basis for receiving incentive bonus. These SSEs are working as either Technical Assistant or Stores In-charge.

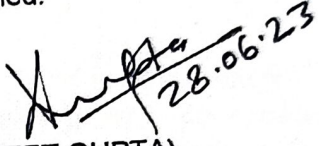
4. Indian Railways Mechanical Code vide Para 422 stipulates that "Senior Engineers and Senior Section Engineers supervising incentive sections shall be paid a monthly bonus of 15% of their basic pay. This bonus will be suitably attenuated to debit for the days of absence. Thus, the monthly bonus will be = $0.15 \times \text{ratio of no. of days he was on duty to the total no. of working days in the month}$. The senior supervisors are entitled to this bonus, even while supervising essentially indirect workers (EIWs). When supervising incentive and non incentive sections, the bonus shall however be reduced in the ratio of labour hours under incentive sections to total labour hours of incentive and non incentive section".

...2/-

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5. In view of the above, it is requested to look into the matter in order to prevent payment of incentive bonus to those SSE's who are attached in Technical Cell or working as Stores In-charge and are directly or indirectly not involved in the production process and thus not entitled for receiving incentive bonus. Necessary steps may be taken to recover undue incentive bonus paid to the non-eligible SSEs at the earliest.
6. Holistic review may be initiated to assess requirement of SSEs in different shops. Necessary guidelines / job details also may be framed for those SSEs who are working as Technical Assistant or elsewhere (other than involved in production activities in Shop floor).
7. An action taken report may be sent to the undersigned.

Encl:-As above.


(VINEET GUPTA)
SR. DY. GENERAL MANAGER





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South Eastern Railway
(Vigilance Branch)
11, Garden Reach Road,
Kolkata - 700043.

No.G130/PC/2023/10/01588/V4/N/KGP/2800

Date: 19/12/2023
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To
Principal Chief Engineer
South Eastern Railway/GRC.

Sub: -Suggested system improvement in connection with "Accountal of materials supplied by agencies through Zonal/works contract".

During a preventive check, it was noticed that supply of various materials including T&P are being taken through works contracts (P.Way Zone/other contracts) by SSE/P.Way. It was observed that stockholder used to account for the material against the delivery challan issued by the supplying agencies on their letter head but no original invoice along with Material Test Certificate (MTC)/warranty/guarantee of the firm/supplier from which the contractor has purchased the same are not being furnished.

It is to be noted that in case of procurement of any material through stores department by way of tender/local purchase/GEM etc., the following documents are mandatory with the supplied product.

- i) Invoice
- ii) Delivery challan
- iii) Warranty/Guarantee certificate
- iv) Material Testing certificate
- v) OEM (Original Equipment Manufacturer) authorization

As a system improvement it is suggested to issue necessary instructions that in case of contractor's supply of materials through works contracts, above documents should be made mandatory before accepting the materials by the concerned stockholder and further payment. It is necessary for ensuring quality/authenticity of the materials/T&P supplied through works contracts.


20.12.2023
ABHAY KUMAR GUPTA
SDGM



दक्षिण पूर्व रेलवे
SOUTH EASTERN RAILWAY

कार्यालय office of the
• महाप्रबन्धक (सुरक्षा)
General Manager (Vigilance)
प्रशासनिक शाखा Administrative Branch
11th Garden Reach Road, Kol-43.
Ph: (033) 2439-6657
Fax: (033) 2439-7133

Date: 06.07.2023

No. G.130/PC/2022/10/00496/V6/N/KGP/2031

PCSTE/PCMD
South Eastern Railway

Sub: CCTV surveillance system at Divisional Main Hospital/Kharagpur.

In a preventive check carried out at Divisional Main Hospital/Kharagpur regarding availability of CCTV surveillance system the followings have been found out:

- I. Only eighteen cameras have been provided to cover up the large area of Hospital consisting of five discrete buildings out of which two are found defective during check.
- II. A large area is still under no coverage.
- III. Three separate networks exist with three monitoring points.
- IV. System does not have remote monitoring facility.
- V. No record maintenance system for failure and rectification is available.

In this context the following measures are suggested:

- i. Vulnerable areas having no coverage are to be identified by competent authority and suitable measures are to be taken for inclusion under coverage of surveillance system.
- ii. Discrete LANs should be unified in a single monitoring point with remote monitoring facility from Head Quarters as well as through smart phones.
- iii. Back up facility for video footage should be of at least 30 days.
- iv. Registers should be maintained at Hospital and Maintenance unit under the control of one supervisory staff to record occurrence and rectification of failures.

Suitable action may be taken in this regard and action taken report may be forwarded to this office.

(Vineet Gupta)
SDGM



दक्षिण पूर्वी रेलवे
South Eastern Railway

पताप्रयोग कर्मालय (सतर्कता शाखा)
Office of the General Manager (Vigilance Branch)
प्रशासनिक शाखा Administrative Branch
11, गार्डन रीच रोड, कोलकाता 700043
11, GARDEN REACH ROAD, KOLKATA-700043
Ph: (033) 2439 6657; 2439 7133(Fax)

No G.130/PC/2023/05/01759/V6/N/KGP/249/

Date: 16.11.2023.

Pr. Chief Signal & Telecom. Engineer,
South Eastern Railway,
Garden Reach, Kolkata-43.

Sub: Timely utilization of high valued items.

A vigilance investigation was initiated regarding accountal of SSDAC at Kharagpur Division. This investigation was done in pursuance to item no. 1-w of Railway Board's letter No.2019/V1/Thrust Area/1/1 dated 22.02.2023 i.e. "Accountal of high valued items".

On detailed investigation it has been noticed that CEL make SSDACs were procured by Central Signal Stores/KGP in three lots through three different POs since 29.06.2021. 1st lot of 30 sets was received on 29.06.2021 but utilisation started after a lapse of about one and half year i.e. from 30.12.2022. 2nd lot of 4 sets was received on 23.12.2022 and 3rd lot of 8 sets was received on 01.02.2023 before full utilisation of the 1st lot. Still 16 (sixteen) sets of SSDAC are available in Central Signal Stores/KGP as on 09.11.2023.

Hence to streamline the procurement and timely utilisation of SSDAC and other high valued items the following are suggested:

- High valued items like SSDAC should be utilized in a time bound manner and their purchase / delivery are to be planned accordingly.
- Stock reconciliation of all such high valued items to be carried out at regular intervals for controlling and optimizing the inventory.

Encl: Nil.

CSE

SR. DSFE / CO / KGP has been told

to use them as per requirement in 30 days with confirmation to HO.

Copy to:

DRM/ADA, CRP, KGP, RNC.

CAO(Con)/GRC to see and ensure.

(ABHAY KUMAR GUPTA)

SR. DEPUTY GENERAL MANAGER

CSE

- Each Division to check for high valued items available in stores but not used for long time.
- SR. DSFEs to give time bound action plan for their utilisation in next 15 days.

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South Eastern Railway

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Office of the
General Manager
(Vigilance)
Administrative Branch
11, Garden Reach Road
Kolkata-700043
Ph:(033) 2439-6657
Fax: (033) 2439-7133

No. G.130/PC/2023/05/00248/V6/2598

Date: 04.10.2023

PCMD/GRC
South Eastern Railway

**Sub: System improvement to streamline exercising Patient's Choice for Referral
Hospital**

Ref: Railway Board's letter No. 2016/H-1/11/58/Policy dated 21.06.2018

In the recent past, this branch has conducted checks regarding the referral Hospital case-option given by the employee in the Divisional Hospitals of SER. It has been observed during the checks that hospitals are using different formats for referral of patients and DRH/KGP is not exercising the patient's choice for referral hospital also. In order to adhere to Railway Board's Policy cited under reference and streamline the referral procedure, the following system improvement is suggested:

1. The existing proforma should be modified and a uniform proforma should be designed for referral of patients to facilitate the patients to specify their choice of referral hospital duly enclosing the list of referral hospitals with their specialities which is to be followed by all the railway hospitals and health units of the zone till the HMIS gets fully implemented. A specimen referral proforma with a list of existing referral hospitals (to be modified as and when required) with their specialities and patients' choice on the backside is enclosed.
2. Further, the following footnote has to be added to the existing Notice board along with the list of empanelled hospitals with their specialties to provide first hand information to the patients that they can exercise option for referral hospital.
"Patients can exercise their choice of referral hospital while filling up the form for referral hospital"

The action taken in this regard may please be intimated to this end.


(Abhay Kumar Gupta)
Sr. Deputy General Manager



दक्षिण पूर्व रेलवे
South Eastern Railway

महाप्रबंधक कार्यालय (सतर्कता शाखा)
Office of the General Manager (Vigilance Branch)
प्रशासनिक शाखा Administrative Branch
11, गार्डन रीच रोड, कोलकाता - 700043
11, GARDEN REACH ROAD, KOLKATA-700043
Ph: (033) 2439-6657; 2439-7133(Fax)

No.G.130/PC/2023/03/01943/V6/N/ADRA

Date: 10.11.2023.

**Pr. Chief Signal & Telecom.Engineer,
South Eastern Railway,
Garden Reach, Kolkata.**

Sub: Comprehensive Annual Maintenance Contract of S&T equipment.

A vigilance investigation was initiated regarding tender No.SnT_e_Tender_ADA_18_19_32 for "Comprehensive Annual Maintenance Contract of 46 nos. Integrated Power Supply (IPS) System complete (Station Make) for a period of 03 (three) years in Adra Division of South Eastern Railway. This investigation was done in connection with item No.1-v of Railway Board's letter No.2019/V-1/Thrust Areas/1/1 dated 22.02.2023, i.e. in house repair & AMC/ARC of S&T equipments.

On detailed investigation some disparity between "Scope of Work" and "Penalty Clause" are observed. These two clauses are part of "Special Conditions of Contract", which was incorporated to impose bindings over the firm for routine examination and failure rectification to ascertain minimum down time.

Scope of the work as per para 5 is "Attending to every minor or major breakdown. Minor breakdown indicates defect of a module where spare modules are available and the system is in working condition. Major breakdown indicates defect of a vital module or a number of modules but the system is still in functioning in such a condition that defect of another module of similar kind will break down the whole system which will affect the signalling system partially or wholly."

Para 7 of scope of work tells: "The qualified engineer of the firm will visit bi-monthly with all necessary tools & equipments to check all the hardware & peripheral equipments covered under scope of AMC."

The penalty clause says: "The contractor must restore total IPS breakdown within 06 hours of firm's representative being informed by authorised representative of Sr.DSTE/ADA by means of SMS, Telephone or any other valid method. In case restoration time is exceeded beyond 06 hours, Railways will impose a penalty equal to the amount of 1% of AMC value per occasion of not restoration of total IPS irrespective of reasons for the breakdown/defect (i.e. component failure, power supply fluctuation, lightning charges, defective design/workmanship etc.)".

Contd..2/-

: 2 :

It is noticed that penalty clause has been specified only for delay in attending the total IPS breakdown but nothing has been mentioned about imposition of penalty in case of non compliance related to attending to minor or major breakdown and bi-monthly visits which are incorporated in tender document.

Therefore, the following is suggested as system improvement and to be implemented in future tendering process:

"Penalty for non compliance of periodic site visit and non attending minor or major breakdowns should also be quantified and clearly spelt out in the tender document for all kind of Comprehensive Annual Maintenance contract of S&T equipment".

Encl:-Nil.


10.11.2023
(ABHAY KUMAR GUPTA)
SR. DEPUTY GENERAL MANAGER





दक्षिण पूर्व रेलवे/South Eastern Railway
सतर्कता शाखा/Vigilance Branch

11, Garden Reach Road,
Kolkata: 700043.

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No. G.130/PC/2023/02/00600/V2/System Improvement/1548 Dated: - 21.03.2023

To
The PCE,
S.E.Railway/GRC.

Sub: System Improvement Non-Fare Revenue collection from land resources specially realisation of outstanding dues against way-leave facilities, leasing/licensing case, etc.

Ref: i) Indian Railways Works Manual 2000
ii) Executive Engineer/Siding letter vide no. L/Hawking/Rly.
Market/Pt.I/477 dated 24.10.2017.

Vide Executive Engineer's letter quoted above under reference (ii), necessary guidelines for collection of revenue from land resources as per approved rate and its proper accountal was advised. In the said letter it was also been advised to review the rates of the Teh Bazari Market after 5 years. However, during preventive Vigilance check it is observed that guidelines enumerated vide above referred letter, are not being followed properly by the field officers.

After a comprehensive study conducted in all the Divisions it has been observed that (I) the instructions regarding collection of existing Teh-bazari Rates are not being done on the basis of actual no. of shops (II) a good no. of SSE/Works in the various divisions are not even aware of such collections and also not conscious about the collection etc, Following are the pleas cited by the concerned officials for non adherence of said the guidelines/non collection of revenue:-

- i) Lack of awareness regarding Executive Engineer/GRC's letter
- ii) Due to shortage of staff
- iii) Due to lack of basic Infrastructure i.e. lack of availability of machine or collection machine out of order.

....contd.....

Moreover, even where the Teh-bazari Fees are collected on regular basis, many discrepancies were also detected during Vigilance check such as:-

- i) Lack of monitoring by immediate officers
- ii) Proper survey regarding counting of shops at supervisory level is not being conducted.
- iii) Account of Teh-Bazari collection is not being maintained properly.
- iv) Collected amount not commensurate with the actual no. of shops/vendors.
- v) Collected amount not being deposited in the station cash office on regular basis in due time.
- vi) It is observed that at a no. of stations daily collection of Teh-Bazari is less than the TA claimed by the Railway Staff.

In this context, Indian Railways Works Manual 2000 Para no. 821 regarding renewal of license for shopping/ Teh-Bazari may be referred to wherein it has been clearly mentioned that wherever, auction is feasible and is likely to give better return, the same may be adopted.

In view of the above, action may be taken to ensure full realisation of earnings from Teh-Bazari as per extant guide lines of Railway Board. Action taken in this regard may be advised to this office for further information please.

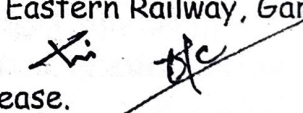
Encl: nil.


(VINEET GUPTA)

Sr. Deputy General Manager
South Eastern Railway, Garden Reach

Copy to:

PFA/SER/GRC for information and necessary action please.


(VINEET GUPTA)

Sr. Deputy General Manager
South Eastern Railway, Garden Reach

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SOUTH EASTERN RAILWAY

CONFIDENTIAL

कार्यालय office of the-

महाप्रबंधक (सतर्कता)

General Manager (Vigilance)

प्रशासनिक शाखा Administrative Branch

11th Garden Reach Road, Kol-43.

No.G 130/PC/2022/09/01479/V1/N/KGP /1427

Dated: 09.02.2023

To
The PCEE, PCPO, PCOM,
South Eastern Railway
Garden Reach, Kolkata-43

Sub: System improvement for prevention of fraudulent drawing of
Officiating Allowances by crew Guards.

As a follow up investigation of vigilance check conducted at Guard Lobby/KGP it is found that bio-data (designation) of few Mail- exp Train Managers of KGP lobby was not up-dated in the CMS since their promotion to Sr. Pass Train Manager till the material time of vigilance check. However, their designation was updated in IPASS from time to time to effect promotional increment in their salary.

The extant provision of Para 913 of IREM (Officiating Allowance) stipulates that when running staff are put to officiate in a "running post" for 30 days or less, they shall be entitled to pay as admissible in the lower grade plus Running Allowance at the rates and on the condition applicable to the higher grade in which they officiate enhanced by 15% of the kilometrage actually performed for every such higher grade." This Officiating Allowance is calculated by the CMS itself on the basis of actual designation maintained in the data base of CMS and the service of the train freight/ coaching (Pass/ Mail-Exp). At the end of each monthly period the total KM earned (without any break up detail) by a crew is transferred to IPASS from CMS by the system itself. However, system does not automatically change the bio-data (designation) of the crew/guard in CMS if any change is made in bio-data (designation) of crew / guard in IPASS and vice versa. Moreover, once officiating duty allotted to a crew/guard in CMS it keeps on going until either the Officiating box is unchecked in CMS or the designation is upgraded in CMS.

The main irregularity in the instant case, as brought in the investigation, is that a few Mail- exp Train Managers of KGP lobby were performed duty in Passenger/ Mail-exp train on regular measure during their tenure in Sr. Goods Train Manager and enjoyed 15% extra kilometre allowances over their actual foot plate duty. On promotion to Sr. Passenger Train Manager their designation was not up-dated in the CMS till the time of vigilance check. Non-updation of designation of those train managers in CMS led to calculation of extra 15% kilometre by CMS over actual foot plate duty in their total kilometre earning. Hence, they have drawn extra 15% Kilometre allowances as Officiating allowances, despite being ineligible, over their actual foot plate duty for years together since their promotion to Sr. Pass Train Manager. Further, it was found that most of them knowingly exploited the system flaw for fraudulent earning. This resulted in substantial loss of railway revenue.

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To prevent recurrence of such type of irregularities in future following system improvement suggestions may be examined for implementation:-

1. IPASS and CMS should be synchronized so that any change in bio-data/designation of crew/guard in IPASS automatically changes the bio-data/designation of the respective staff in CMS and vice versa

This has the approval of SDGM /SER.

[Signature]
09.02.23

(B.N.Mandal)

Dy. Chief Vigilance Officer/T





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दक्षिण पूर्व रेलवे (सतर्कता शाखा)
11, गार्डन रीच रोड, कोलकाता-700043
South Eastern Railway
(Vigilance Branch)
11, GARDEN REACH ROAD,
KOLKATA-700043
e-mail: sdgm@ser.railnet.gov.in

No. G.130/C/2023/04/00929/V3/N/2459

Dated: 13.09.2023

To
The PCMM, PCSTE, PCE, PCME, PCOM, PCCM, PCEE, CAO(C), PCSC,
The DRMs - ADA, CKP, KGP, RNC,
South Eastern Railway.

Sub: System improvement for inclusion of correct Drawing number in indented description along with attachment of Drawing in requisition and furnishing specific cause of rejection in consignee inspection report.

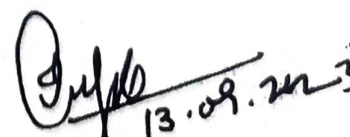
During an investigation of this Zonal Vigilance unit, it has come to the notice that incomplete / ambiguous Drawing number reference was incorporated in the indented description of Non-stock item and subsequently in the tender description also. Further as per inspection clause, the materials were inspected by consignee based on complete drawing and inspection report was furnished without elaborating the reasons for rejection of material.

In order to avoid such conflicting situation where the material Drawing is incomplete / ambiguous in description of the indent as well as there is lack of clarity in the consignee inspection report, the following is suggested: -

- (i) Proper attention is to be given on the Drawing number mentioned in description of item in the indent.
- (ii) Requisite Drawing is to be attached with the Non-stock demand.
- (iii) Cause of rejection is to be specifically mentioned in the inspection report to have more clarity. For example if Hex head screw rejected due to non-availability of unthreaded portion then in the rejection report the reasons for rejection to be meticulously mentioned as non-availability of unthreaded portion and not only by furnishing that the material is not as per drawing.
- (iv) Respective Branch Officers may review such cases of requisition & rejection under their jurisdiction and concerned units responsible for indenting and inspecting the material should be sensitized accordingly to avoid such issues in future.

Action taken in the regard may be communicated to this office for record purpose.

Encl: - Nil.


(ABHAY KUMAR GUPTA)
SR. DY. GENERAL MANAGER



दक्षिण पूर्व रेलवे
South Eastern Railway
(सतर्कता शाखा)
(Vigilance Branch)

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Vigilance Office,
Garden Reach,
Kolkata-700 043

No. G.130/PC/2022/10/527/V5/N/SRC/ 2437

Dated: 06-09-2023.

To
The Pr. Chief Mechanical Engineer,
South Eastern Railway/GRC.

The Divisional Railway Manager/s,
ADA, CKP, KGP, RNC,
South Eastern Railway

Sub: System Improvement regarding Bio-metric attendance of OBHS Staff.

It has been observed in the course of a Vigilance investigation that although provision of biometric attendance of OBHS staff has been incorporated in the Contract Agreements, there is lack of proper mechanism for monitoring the biometric attendance records being captured. It was also observed that measurements and penalty imposed continue to be on manual attendance.

The following system improvements are thus suggested to ensure proper utilization of the Biometric attendance systems provided under the OBHS contracts.

The tender documents for OBHS shall be updated to incorporate:

1. GPRS based Biometric attendance device that will record the GPS Location of the device along with the time/date of the attendance of the OBHS staff, will be provided by the contractor.
2. The OBHS contractor shall submit the signed report containing the attendance details recorded in the past 24 hours to the controlling in charge (i.e. SSE/C&W) nominated for monitoring the OBHS activity, on daily basis.
3. The report shall be preserved by the Railways for making Measurement/ imposition of penalties.

The above system improvement may be adhered to, and any other issues may be communicated to this office for necessary amendments.

(Signature)
06.09.2023

(ABHAY KUMAR GUPTA)
SR.DY. GENERAL MANAGER

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Vigilance Office,
Garden Reach,
Kolkata-700043.

No. G.130/2023/System Improvement/V5/2522

Dated: 22-09-2023.

To
The Principal Chief Mechanical Engineer,
The Principal Chief Electrical Engineer,
South Eastern Railway.

The Divisional Railway Manager/s,
South Eastern Railway,
ADA, CKP, KGP, RNC.

Sub: Suggested System Improvement regarding Contract Management.

A. During the course of an investigation undertaken by Vigilance Branch regarding payment of Wages to the Contractor Staff employed for accompanying duty on Trains, certain malpractices being committed by the Contractor have come to light as follows: -

1. Accompanying staff was required to be deployed on the train for delivery of the service under the agreement (such as AC coach attendant, power car operator, OBHS staff etc).
2. Estimate was based on hourly wage payable and in accordance with RB's extant guidelines in this respect - Letter no. 2017/EnHM/25/11 Pt.I dated 20-04-2018.
3. Measurement was on Man-hours of service delivered, in units-manhours.
4. Even though the contractor was receiving payments from Railways in manhours of staff deployed, he was making payments to his staff on Number of days of attendance.
5. From records available it was clear that contractor staff were being paid for only 8 hours for those days on which they were on accompanying duty. This, even if he had accompanied for 24 hours on that day and his employer, the Contractor, had received payments for 24 manhours for the same.
6. GCC of Works had been made applicable.

B. To plug this unwanted drain of public money, the following System Improvements are being suggested:

1. Contracts where Measurements are "Manhours" based must be done under GCC of Services, as there is better monitoring of Labour Law Compliance under GCC of Services. Moreover there is clear clause for disqualification (para 2.5.2.1) of bidders for poor compliance / non-compliance of Labour laws in GCC of Services.

2. Regarding payment of wages to manpower deployed on running trains for accompanying duty, a condition should be included in the Special Conditions of contract whereby the contractor is specifically instructed to make payment of wages to the labour in accordance with payment received from Principal Employer i.e. Railways and in accordance with Minimum Wages (Central) Rules 1950.

The above suggested system improvement may be implemented to avoid any non-compliance of Minimum Wages Act.


22.09.23

(ABHAY KUMAR GUPTA)
Sr.Dy. GENERAL MANAGER