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

No. G.130/PC/2024/06/01385/V3/N/KGP/1087

Date: 08.08.2024

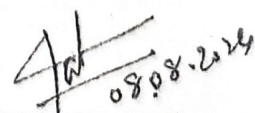
To,
All PHODs
South Eastern Railway,
Garden Reach

**Sub: System Improvement regarding Preparation of Non Stock Requisition
and Payment against GeM Bill**

It is observed that Non-Stock Requisitions are being prepared merely mentioning in the description '*Specification-as per attached GeM Contract ID*' without proper indication of distinct parameters regarding specification of the desired item and Product ID. It leads to the possibilities of ambiguity at the time of floating of tender due to unavailability of Product ID in GeM Contracts and also in case of disappearance of particular GeM product ID from GeM portal.

In this regard, it is suggested to incorporate the important and essential parameters of specification in description window of Non-Stock Requisition in addition to mentioning GeM Contract ID and GeM Product ID as a reference, so that purchase authority may have a clear idea regarding the requirement and can take necessary decision about procurement without delay. Further, purchase officer may be able to prepare bid as per mentioned specification, even if the product ID is no more available on the GeM portal.

All the concerned officials may please be advised accordingly. The action taken report may please be sent to this office at the earliest.


(SURINDER PAL)
Sr. Deputy General Manager



दक्षिण पूर्व रेलवे
South Eastern Railway

महाप्रबंधक (सतर्कता) का कार्यालय
Office of the General Manager (Vigilance)
प्रशासनिक शाखा / Administrative Branch
11, गार्डन रीच रोड, कोलकाता-700043
11, Garden Reach Road,
Kolkata-700043
e-mail: sdgm@ser.railnet.gov.in
Ph: (033) 2439-3568, 44200 (Rly.)

No:G.130/C/2023/12/00995/V3/N/KGP/645

Dated: 06.05.2024

To
PCEE, PCME, PCE, PCMM, PCSTE, CAO(C), PFA,
South Eastern Railway,
Garden Reach.

Sub: Systemic improvement regarding adoption of Suitable Conditions in Tendering Process.

During investigation in a case, it has come to notice that a particular item which was earlier there in the ICF approved vendor list on UVAM portal was deleted. In absence of approved vendor list of that particular item, it was proposed to procure the item from CLW approved vendor list citing the specification of plain sleeve bearing of similar nomenclature but not identical in drawing and material composition. The end use of the item was also said to be similar. However, the indenter didn't prefer the procurement from open sources. On clarification from Indenter/User, it was justified by saying that the item was of such vital/safety nature that cannot be procured from open source as supply of poor quality of material may compromise the safety of train operation.

Whereas, the aspect of safety in train operation is of utmost importance, the other aspect that no prospective/likely supplier is deprived from tender participation and award thereafter is also equally important. In the ICF approved list for this item, there were total 10 sources (including developmental vendors) out of which 5 were there in the CLW approved list also. But remaining 5 sources were not there in the approved list of CLW and they were deprived of the opportunity of getting orders for procurement of this item as the procurement was restricted to only CLW approved vendor list. In the CLW approved vendor list, there were total 9 approved sources out of which 5 were there in the earlier approved list of ICF for similar specification of bearing but remaining 4 were not there in the earlier approved vendor list of ICF. So these 4 suppliers were not having proven credentials of manufacturing and supply of bearing which were proposed to be procured, but became eligible to secure order for supply of this item. So, 5 eligible sources became ineligible and 4 ineligible sources became eligible for participating in the tender due to change in the source of supplier (because of deletion of this particular item from ICF approved vendor list on UVAM portal).

In this context, it is advised that Pre-Tender Scrutiny (PTS) be done evaluating repercussion of changing the likely source of supply. The PTS should incorporate the required latest description, drawing, essential documents, etc for mentioning and attaching in tender to be published. The proposed eligibility criteria/condition should be such so that no prospective likely supplier is restricted from participation/award of the contract. Special care to be taken in cases where a particular item is deleted from approved vendor list of particular organisation i.e. ICF, CLW, CLW, RDSO, etc. to ensure fair opportunity to all the vendors.

A System needs to be evolved for PTS, taking into account the above considerations, for preventing any kind of future complication.

The action taken 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

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कार्यालय office of the-
महाप्रबंधक (सतर्कता)
General Manager (Vigilance)
प्रशासनिक शाखा Administrative Branch
11th Garden Reach Road, Kol-43.

No.G-130/PC/2023/04/01145/VI/N/KGP/507

Dated: 01.05.2024

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

Sub: System improvement to address the issues arising out of manipulation
in the Tare Weight stenciled on Leased VPs

Based on a preventive check conducted at parcel office/SHM of KGP division of South Eastern Railway, a Vigilance investigation was conducted by this office. The investigation revealed that:-

1. On several occasions, when the outward leased VPs from SHM were weighed at EIMWB/PDPK in empty condition, the Net weight of these VPs was found to be negative. Ideally, the Net weight of an empty VP can't be negative and its Gross weight should always be equal to its Tare weight as it indicates the weight of the empty VP, but in these cases, the Tare Weight was found more than the Gross weight.

2. During investigation, it was also detected that when the same inward leased VPs came to SHM in loaded condition, this discrepancy of Tare weight could not be detected, as the Gross weight was always more than the Tare weight when the VPs were in loaded condition.

However, on few occasions, while going outward from SHM, the Lease Holder did not load any consignment and when these empty VPs were weighed at EIMWB/PDPK, then the difference between the actual weight of empty VP (as per the EIMWB) and the Tare weight stencilled on the VP was detected.

3. Further, on some occasions within a short span of time, variable stencilled Tare weight was detected for the same VP (identified with the same VP number). This clearly establishes the fact that the Tare weight physically marked on the VP were being manipulated manually.

4. As per FM Circular number 6 of 2014, the originating station shall weigh at least 20% of the total leased traffic on daily basis in such a manner that the entire leased traffic originating from that station is weighed in rotation. Since in most of the cases these outward VPs are weighed in loaded condition at the EIMWB, this discrepancy (manipulation) in Tare weight, if any, remains undetected and this gives the Lease Holder an opportunity to

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carry goods loaded beyond allowed carrying capacity of the VP to the tune of the manipulation.

As per the current practice followed by Parcel Offices, the stencilled Tare weight of the VPs (as stencilled on body of the VP) is used by Parcel staff for calculation of chargeable weight of the loaded consignments. If any manipulation is done with the stencilled tare weight, the correct chargeable weight can't be calculated which further leads to non-realization of correct chargeable freight. This eventually leads to loss of legitimate Railway revenue.

In view of the above the following suggestions may be considered towards system improvements which shall help in addressing this issue:

1. The present practice of using stenciled/marked Tare weight on the VPs for calculation of Net weight and chargeable freight based on this weight should be done away with.
2. The Tare weight of all the in-service VPs of the Indian Railways may be incorporated on the Coaching Management Module (CMM) and this module may be integrated with the Parcel Management System (PMS) and Freight Operation Information System (FOIS). As a result of this, Parcel Office (using PMS) and weighbridge staff using FOIS can directly fetch the Tare weight of respective VP just by the input of the VP number of the respective VPs. This way, the parcel office staff does not have to rely on the marked Tare weights for calculation of Chargeable Weight.
3. Till the time this data is populated in CMM and is subsequently integrated with the PMS and FOIS, Mechanical department may provide the standard Tare weight of all the types of VPs which are in service over the Indian Railways to the Commercial Department so that Parcel staff can use this Tare weight instead of relying on the Tare weight marked on the VPs which are susceptible to manipulation.

It is requested that these suggestions for system improvement may be examined and necessary action may be taken for their implementation to the extent feasible.

This has the approval of SDGM/SER.

— (b) —
01.05.24
(Prabhat Prasad)
Dy. Chief Vigilance Officer(T)



दक्षिण पूर्व रेलवे
South Eastern Railway

गोपनीय / CONFIDENTIAL

महाप्रबंधक (सतर्कता) का कार्यालय
(Office of the General Manager (Vigilance))
प्रशासनिक शाखा / Administrative Branch
11, गार्डन रीच रोड, कोलकाता-700043
11, Garden Reach Road,
Kolkata-700043
e-mail: sdgm@ser.railnet.gov.in
Ph: (033) 2439-6657, 2439-3565, 44200 (Rly.)

No: GM/VIG/Sports Recruitment/System Improvement/2024/277

Dated: 01.04.2024

To
The General Secretary,
S.E.R.S.A.,
South Eastern Railway,
Garden Reach.

Sub: System Improvement regarding recruitment against Sports Quota of various categories in SER.

It is intimated that several complaints / source information are being received recently by Vigilance branch highlighting various irregularities committed by the Trial Committee during the field trial process for recruitment under Sports Quota.

In order to ensure transparency in the selection process for recruitment in sports quota for different categories the following system improvements are advised for implementation at the time of formation of Trial Committee comprising of both Coaches and Senior Players: -

1. Rotation of Coaches and Senior Players to be done at regular interval and maximum tenure of coaches should not exceed three years.
2. The panel of Coaches should have at least two or more members for each category and more than two members for Senior Players for each category for nomination as members of the Trial Committee. However, in case, eligible suitable officials in a particular category are not available in one Zone, then the suitable officials (Coaches and Senior Players) may be called from other Zones with the help of RPSB.
3. Names of the nominated members for Trial Committee especially for Coaches and Senior Players should be kept confidential and to be disclosed just before the field trial.

The above compliance of the system improvement as advised may be sent to this office at the earliest.

Encl: Nil.


(ABHAY KUMAR GUPTA)
SR. DEPUTY GENERAL MANAGER

Copy to: -

- (1) Secretary to G.M. for kind information of G.M.,
- (2) **AGM/SER & President/SERSA/GRC** for information and necessary action.
- (3) **PCPO** for information and necessary action.



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South Eastern Railway

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Office of the General Manager (Vigilance)
प्रशासनिक शाखा / Administrative Branch
11, गार्डन रीच रोड, कोलकाता-700043
11, Garden Reach Road,
Kolkata-700043
e-mail: gdm@serail.gov.in
Ph: (033) 2432-3666, 44200 (207.)

No: G.130/PC/2023/09/01388/V3/Sys Improvement/ 464

Dated: 25.04.2024

To
Pr.Chief Commercial Manager,
South Eastern Railway, Garden Reach.

म. बा. प्र. (वार्निंग सेवा व कान-कान)
C.C.M. (PS & Catg.)

Divisional Railway Manager,
South Eastern Railway, Kharagpur.

Sub: Suggested system improvement in regard to ongoing Commercial
Contract specially - Parking Lot for 02 wheelers.

During course of investigation of a case of Parking Lot at TPKR station under KGP Division, it was observed that the Licensee was using 104.31 Sqm more railway land than the actual allotted railway land (53.69 Sqm) unauthorizedly for parking lot. On scrutiny of the e-auction documents, it is noticed that an approved sketch for the proposed site for 02 wheelers parking lot, which was prepared on 20.08.2019, is being uploaded for e-auction till date.

On further investigation, it is observed that the said contract has been terminated by the Railway Authority with forfeiture of SD. No fresh contract has been awarded through e-auction even after a lapse of six months, which is also a matter of concern.

Following system improvements are hereby suggested to avoid such irregularities and to prevent leakage of railway revenue: -

1. For the purpose of "avoiding any idling of assets", parking lot to be manned from the pool of surplus staff (like Physically Handicapped person, supernumerary staff or any other shiftless staff) of Commercial department till the finalization of e-auction. Taking over / handing over the parking lot from/to contractor to be done properly so that it is not kept unattended. Auction Conducting Officer (ACO) should take all necessary steps to finalize the contract in targeted time frame. This way railway earning shall continue and also it will prevent unauthorized encroachment of railway area.
2. Regarding leasing of exact Railway area prior to e-auction, the subject parking lot may be measured/assessed properly and uploaded in IREPS to get maximum value of earning.

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

Encl: Nil.

(ABHAY KUMAR GUPTA)
SR. DEPUTY GENERAL MANAGER

Copy for information and necessary action to the D.R.M., S.E.Rly., ADA, CKP, RMC.



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(Office of the General Manager (Vigilance))
प्रशासनिक शाखा / Administrative Branch
11, गार्डन रीच रोड, कोलकाता-700043
11, Garden Reach Road,
Kolkata-700043
e-mail: edgm@ser.railnet.gov.in
Ph: (033) 2439-3558, 44200 (Rly.)

No: G.130/PC/2024/02/01523/V3/N/KGP/437

Dated: 19.04.2024

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To
All PHODs,
South Eastern Railway,
Garden Reach.

**Sub: System Improvement regarding Issue of Warranty Rejection
Advice through UDM (User Depot Module).**

During investigation in a case, it has come to notice that the consignees/end users are taking excessive time to issue Warranty Rejection Advice through UDM (User Depot Module) after detection of warranty complaint. The delay in issuing warranty rejection advice may cause expiry of warranty period. To avoid such kind of situation and loss to Railways it is advised to issue Warranty Rejection Advice through UDM (User Depot Module) immediately after detection of warranty complaint i.e. within 15 days from the detection of warranty complaint as per extant guidelines of Railway Board or within expiry of warranty period, whichever is earlier.

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

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महाप्रबंधक (सतर्कता) का कार्यालय
Office of the General Manager (Vigilance)
प्रशासनिक शाखा / Administrative Branch
11, गार्डन रीच रोड, कोलकाता-700043
11, Garden Reach Road,
Kolkata-700043
e-mail: adgm@ser.railnet.gov.in
Ph: (033) 2439-6687, 2439-3565, 44200 (Riy.)

No: G.130/PC/2023/10/01236/V3/N/HQ/184

Dated: 11.03.2024

To
The Pr. Chief Medical Director,
South Eastern Railway,
Garden Reach.

Sub: System Improvement regarding Procurement of Non-Medicine Items.

During investigation in a case regarding procurement of non-medicine surgical item, it has come to notice that the approved list of firms being issued by PCMD Office is not available with MD/CH although copy is marked to MD/CH. This clearly indicates that the approved list has not been widely circulated to those involved in the process of procurement of items. Such list should be widely circulated to all concerned for effective implementation and record for the same to be maintained.

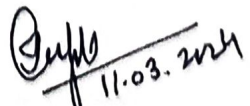
As per extant Railway Board guidelines, stores should be purchased as per the specification, wherever possible, rather than to samples. Hence, in procurement of non-medicine items, the sample checking should be discouraged and material should preferably be procured on the basis of predefined IS specification or any other specification meeting the requirement. The acceptance/rejection should be more objective/scientific in terms of required material composition, material properties like hardness, toughness, finish, certification marks etc. as defined in respective National Standard Specification (ISI, IRS, BSS, DIN, ASTM, etc) e.g. IS 3318-1965 and IS 2219-1995 for surgical blade or any other International Standard as per the requirement.

If sample of the indented item is required due to any justifiable reason stated by Indentor, it should be ensured that sealed and signed samples are available for at least six months/or as prescribed in rules beyond the date of purchase order with purchasing unit, manufacturer, inspecting authority and consignee, at least one number each.

Medical equipments, Devices and Tools are sensitive items and quality may not be compromised but tendering with 3 (three) or more likely suppliers with proven/satisfactory past performance or open source, as deem fit, should be encouraged for maintaining healthy competition, multi sourcing and transparency in procurement.

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

Encl: Nil.


11.03.2024
(ABHAY KUMAR GUPTA)
SR. DEPUTY GENERAL MANAGER



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South Eastern Railway

महाप्रबंधक (सतर्कता) का कार्यालय
Office of the General Manager (Vigilance)
11, गार्डन रीच रोड, कोलकाता-700043
11, Garden Reach Road, Kolkata-700043

No. G.130/PC/2023/01/00398/V6/N/KGP

Dated : 21.02.2024

To
The Pr. Chief Signal & Telecom. Engineer,
South Eastern Railway,
Garden Reach.

Sub: Detailed specification of Diagnostic PC for MSDAC in Works Contract.

During investigation of some vigilance cases, it has been observed that supply of Diagnostic PC for MSDAC was included in supply of MSDAC. Specifications for Diagnostic PC of MSDAC were available at two places in the tender document i.e., in the schedule for supply and in Special Conditions of Contract.

In the Schedule it was mentioned that Event Logger Diagnostic PC of **Industrial grade** should be supplied as per its detailed specification mentioned in the Special Conditions of Contract. But in the Special Conditions of Contract the following specifications were given:

- CPU - Intel i5 or latest
- Processor Family: 8th generation or higher
- Cache - 8 MB or higher
- RAM: Minimum 8 GB, DDR-4 or better
- Hard Disc Drive - Min 1TB SATA
- Ports- 2 serials, 2 USB-2, 2 USB-3, 2 PCI slot
- Monitor 22 inch LED flat panel, resolution-1920x1080 at 60Hz or better
- Network Interface: Integrated 10/100/1000 GbE LAN
- Wireless: 802.11 a/b/g/n Wi-Fi and Bluetooth
- Keyboard: QWERTY
- Optical scroll mouse
- Optical Drive: DVD
- Audio: 2.1 speaker
- Antivirus single license for 3 years for single user;
- Operating System- Windows 10 or latest pre-loaded with license for life time and MS office 2018 or higher with license for lifetime and media.
- Connecting cord between Evaluator and PC.
- Suggested model makes Compaq, HP, Lenovo, Dell, Acer or Wipro.

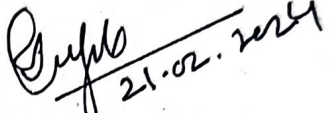
In Special Conditions of Contract the incomplete / wrong specifications were mentioned and some of the vital parameters of Industrial grade PC like operating temperature, Ambient relative humidity, Fan-less design were missing. Moreover the suggested models of make Compaq, HP, Lenovo, Dell, Acer or Wipro are well known brand of commercial PC. Hence the detailed specifications seem to be of an ordinary commercial PC.

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In order to avoid future ambiguities the following is suggested as system improvement measures:

- I. The type and detailed specification of the computer to be used for diagnostic purpose of MSDAC should be clearly defined and those specifications should be strictly followed in future tenders and even in ongoing contracts, wherever possible.
- II. Adequate care must be taken in preparation of tender schedule so that no ambiguity arises between description given in the scheduled item and detailed specifications.

Encl:-Nil.


(ABHAY KUMAR GUPTA)
SR. DY. GENERAL MANAGER



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South Eastern Railway

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Office of the General Manager (Vigilance)
प्रशासनिक शाखा / Administrative Branch
11, गार्डन रीच रोड, कोलकाता-700043
11, Garden Reach Road,
Kolkata-700043
e-mail: sgm@ser.railnet.gov.in
Ph: (033) 2439-7133, 44200 (Rty.)

No: G.130/PC/2023/05/00099/V2/System Improvement/2024/2935

Dated: 11.01.2024

To
The Principal Financial Advisor,
South Eastern Railway,
Garden Reach.

Sub: Failed NEFT transaction and bankers cheque.

Railway Board vide their letter no. 2019/V1/Thrust Area/1/1 dated 22.02.2023 identified "Thrust Area" which inter-alia includes "Failed NEFT transactions and bankers cheque".

2. During vigilance check regarding the subject matter the following irregularities are observed:-

- i) It has been observed that good numbers of failed NEFT transactions are being settled as late as after 3 to 4 months from the date of receipt of failed transaction report in I-Pass/Bank Advice.
- ii) It has also been observed that tangible amounts of balances are lying in the head of Deposit Misc. (CIPS) in each unit of SER which is not at all desirable.

3. In view of the above, it is suggested that:-

- i) The concerned accounts officer of bill passing section may play an active role in accordance with Railway Board's letter dated 09.10.2019 i.e. to settle the failed NEFT transaction and bankers cheques within reasonable time from the receipt of failed CIPS transactions is communicated to the concerned bill passing section. As and when failed CIPS transactions are communicated to the concerned bill passing section regarding failure of NEFT transaction is concerned, Accounts Officer of the bill passing section should issue the letter to the concerned Executive on the same/next day for collecting the mandate/requisite information afresh in case of contractors/suppliers bills. In case of the employee concerned; employee may be intimated through the dealer of the bill unit to update the bio-data of the employee in consultation with the concerned dealer.
- ii) Action plan for mapping may be prepared to clear all outstanding balances accumulating under Deposit Misc. (CIPS).
- iii) Separate register should be opened in each bill passing section to maintain the unpaid deposit misc. (CIPS) account. Concerned Accounts Officer should review the accumulated balanced lying under deposit CIPS on weekly basis.

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- iv) Sr.DFM/Dy.FA&CAO of the concerned units may be advised to review all the items which are not cleared within the reasonable time and the report may be submitted to HQ for further review.

Action taken in this regard may be advised to this office for further information please.

Encl:-Nil.


11.01.2024

(ABHAY KUMAR GUPTA)
SR. DEPUTY GENERAL MANAGER