



मर्यादा MARYADA 2025 : २०२५



सतर्कता : हमारी साझा जिम्मेदारी
Vigilance: Our Shared Responsibility

सर्तकता संगठन
Vigilance Organisation
दक्षिण पूर्व रेलवे
South Eastern Railway



सत्यनिष्ठा प्रतिज्ञा

मेरा विश्वास है कि हमारे देश की आर्थिक, राजनीतिक तथा सामाजिक प्रगति में भ्रष्टाचार एक बड़ी बाधा है। मेरा विश्वास है कि भ्रष्टाचार का उन्मूलन करने के लिए सभी संबंधित पक्षों जैसे सरकार, नागरिकों तथा निजी क्षेत्र को एक साथ मिल कर कार्य करने की आवश्यकता है।

मेरा मानना है कि प्रत्येक नागरिक को सतर्क होना चाहिए तथा उसे सदैव ईमानदारी तथा सत्यनिष्ठा के उच्चतम मानकों के प्रति वचनबद्ध होना चाहिए तथा भ्रष्टाचार के विरुद्ध संघर्ष में साथ देना चाहिए।

अतः, मैं प्रतिज्ञा करता हूँ कि:-

- जीवन के सभी क्षेत्रों में ईमानदारी तथा कानून के नियमों का पालन करूँगा,
- ना तो रिश्वत लूँगा और ना ही रिश्वत दूँगा,
- सभी कार्य ईमानदारी तथा पारदर्शी रीति से करूँगा,
- जनहित में कार्य करूँगा,
- अपने निजी आचरण में ईमानदारी दिखाकर उदाहरण प्रस्तुत करूँगा,
- भ्रष्टाचार की किसी भी घटना की रिपोर्ट उचित एजेंसी को दूँगा।

Integrity Pledge

I believe that corruption has been one of the major obstacles to economic, political and social progress of our country. I believe that all stakeholders such as Government, citizens and private sector need to work together to eradicate corruption. I realise that every citizen should be vigilant and commit to highest standards of honesty and integrity at all times and support the fight against corruption.

I, therefore, pledge:

- To follow probity and rule of law in all walks of life;
- To neither take nor offer bribe;
- To perform all tasks in an honest and transparent manner;
- To act in public interest;
- To lead by example exhibiting integrity in personal behaviour;
- To report any incident of corruption to the appropriate agency.



भारत सरकार
रेल मंत्रालय
रेलवे बोर्ड, रेल भवन
नई दिल्ली-110001

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD, RAIL BHAWAN
NEW DELHI-110001

डी के सिंह
प्रधान कार्यकारी निदेशक (सतर्कता)
D.K. Singh
PED (Vigilance)



Vigilance Awareness Week is observed annually to highlight the importance of integrity, ethics and moral conduct in public life, reaffirming our collective commitment to these values. This year's theme "सतर्कता : हमारी साझा जिम्मेदारी - *Vigilance: Our Shared Responsibility*", as chosen by the Central Vigilance Commission, emphasizes the collective role of citizens and institutions in building a transparent and accountable society.

In line with the CVC's directions, Indian Railways has launched a three-month long campaign from 18th August to 17th November, 2025 with centered focus on preventive vigilance and systemic improvements. Our efforts aim not only at curbing corruption but also simplify procedures, ensuring fair and just decisions at every level which is critical in promoting integrity and trust in governance.

Let us reaffirm our resolve to make vigilance a shared value. This can be achieved by reporting misconduct, adhering to ethical practices and encouraging transparency in all our actions. Together, we can foster an environment where integrity is the norm, not an exception.

I extend my sincere greetings to all who are contributing to this cause and wish everyone a meaningful and successful Vigilance Awareness Week.


(D.K. Singh)



अनिल कुमार मिश्रा
महानिरीक्षक

Anil Kumar Mishra
General Manager



सत्यमेव जयते



MESSAGE

I am happy to know that the South Eastern Railway Vigilance Department is observing the Vigilance Awareness Week from 27.10.2025 to 02.11.2025 on the theme "Vigilance: Our Shared Responsibility". I believe that honesty, fairness and effective governance is the responsibility of all of us and it has to be achieved collectively.

Vigilance Awareness Week is one of the Participative Vigilance initiatives as per the directive of the Central Vigilance Commission in the fight against corruption. It is an awareness-building and outreach measure that aims to bring together all stakeholders. It is observed to create greater sensitivity to the need for ethics and transparency in governance and public administration.

As we commemorate Vigilance Awareness week, it brings me profound joy to note the Publication of the Vigilance Bulletin "Maryada" on this occasion, which would really help in spreading awareness amongst all Railwaymen.

I would like to extend my heartfelt appreciation to the dedicated members of the Vigilance Department for their unwavering commitment to enhancing Vigilance awareness through diverse initiatives. The activities planned during Vigilance week, I believe, will play a pivotal role in reshaping our understanding of vigilance and emphasizing the significance of personal and professional integrity.

Kolkata

Dated: 17.10.2025

(Anil Kumar Mishra)
General Manager



सुरिन्द्र पाल, आई.आर.एम.ई
वरिष्ठ उप महासंचालक

SURINDER PAL, IRSE
Sr. Dy. General Manager & CVO



सत्यमेव जयते



वरिष्ठ उप महासंचालक
दक्षिण पूर्व रेलवे

गार्डन रीच, कोलकाता-700 043
Sr. Dy. General Manager
South Eastern Railway
Garden Reach, Kolkata-700 043



FOREWORD

The Vigilance Awareness Week shall be celebrated on South Eastern Railway, commencing from 27th October, 2025 to 2nd November, 2025, under the auspices of the Central Vigilance Commission of India.

The theme for Vigilance Awareness Week this year is "Vigilance: Our Shared Responsibility". This year's theme is very relevant as it is a collective duty and responsibility of all citizens to fight corruption to build Bharat a strong nation.

The Vigilance organization of South Eastern Railway is bringing out its annual bulletin "MARYADA" 2025 on the occasion of the Vigilance Awareness Week which contains thought-provoking articles, poems, suggested system improvements and some important case studies related to various areas of Railway working.

I am hopeful that this issue will be useful and motivating. The readers are requested to forward their valuable and constructive suggestions.


(Surinder Pal)

Sr. Deputy General Manager & CVO

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ACTIVITIES DURING VIGILANCE AWARENESS WEEK - 2024

Shri Anil Kumar Mishra, General Manager, SER administering Integrity Pledge to officers and staff of SER Headquarters, Garden Reach on 28th October, 2024 as a part of observance of Vigilance Awareness Week



Vendors/Contractors Meet organized at SER Headquarters as a part of observance of Vigilance Awareness week.



ACTIVITIES DURING VIGILANCE AWARENESS WEEK - 2024



Vendors/Contractors meet at RNC Division



Vendors/Contractors meet at Kharagpur Division

Nukkad Natak at Howrah Station



KGP DCA performing skit at HWH Station



Ranchi DCA team performing skit

ACTIVITIES DURING VIGILANCE AWARENESS WEEK - 2024



Skit performance by DCA/CKP team



Scout & Guide volunteers, Adra, performing skit at Adra Station

ACTIVITIES DURING VIGILANCE AWARENESS WEEK - 2024



HQ Cultural team performing at Garden Reach



ACTIVITIES DURING VIGILANCE AWARENESS WEEK - 2024



Essay writing competition at St Agnes School, Kharagpur



Slogan writing competition at Kendriya Vidyalaya, Tatanagar

ACTIVITIES DURING VIGILANCE AWARENESS WEEK - 2024



Rank holders of Quiz contest for employee category receiving cash award and merit certificate



Rank holders of Quiz contest for wards of employee category receiving cash award and merit certificate

ACTIVITIES DURING VIGILANCE AWARENESS WEEK - 2024

Seminar/Workshops on “Capacity Building Programme”



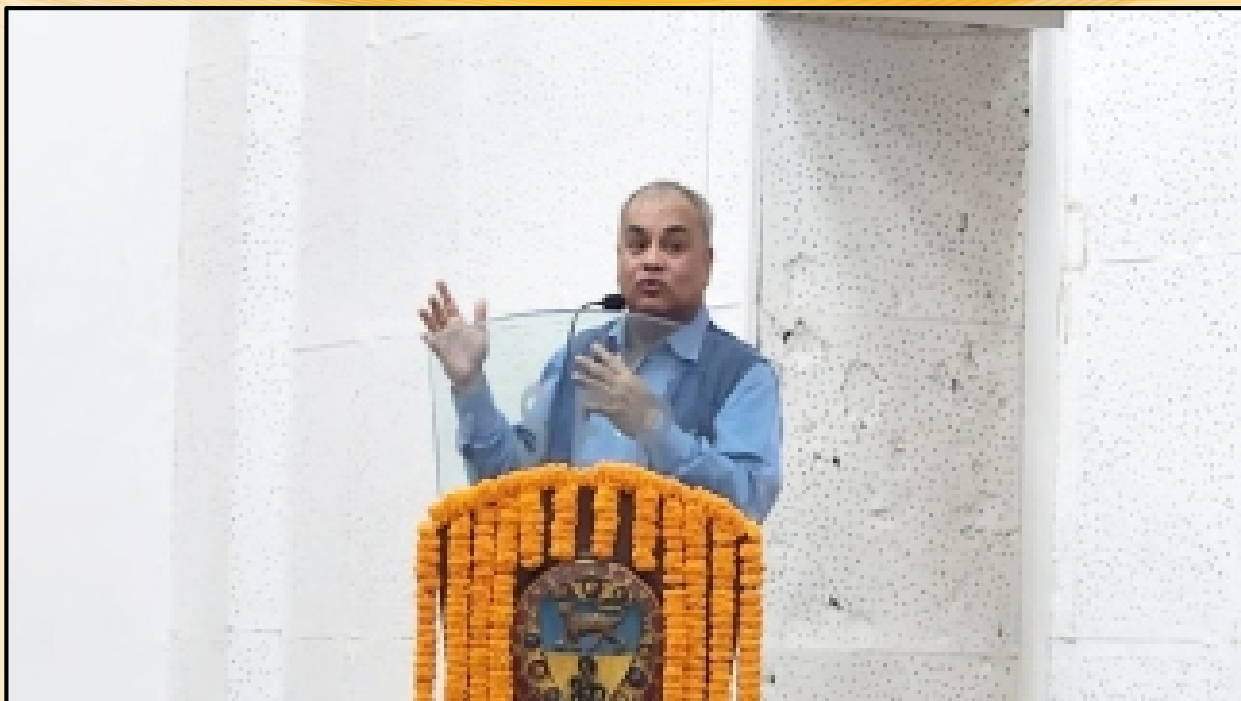
Sri Rishav Sinha, Sr.DPO/CKP imparting training on Cyber Hygiene and security at SER Auditorium.



Training workshop for employees organized at different training schools like ZRTI SNY and STTC/KGP

ACTIVITIES DURING VIGILANCE AWARENESS WEEK - 2024

Seminar on “Culture of Integrity for Nation’s Prosperity”



Sri Pradeep Gooptu, Economist, Resident Editor of Business Standard and Trustee of Calcutta Debating Circle graced the occasion as Guest Speaker at BNR Auditorium



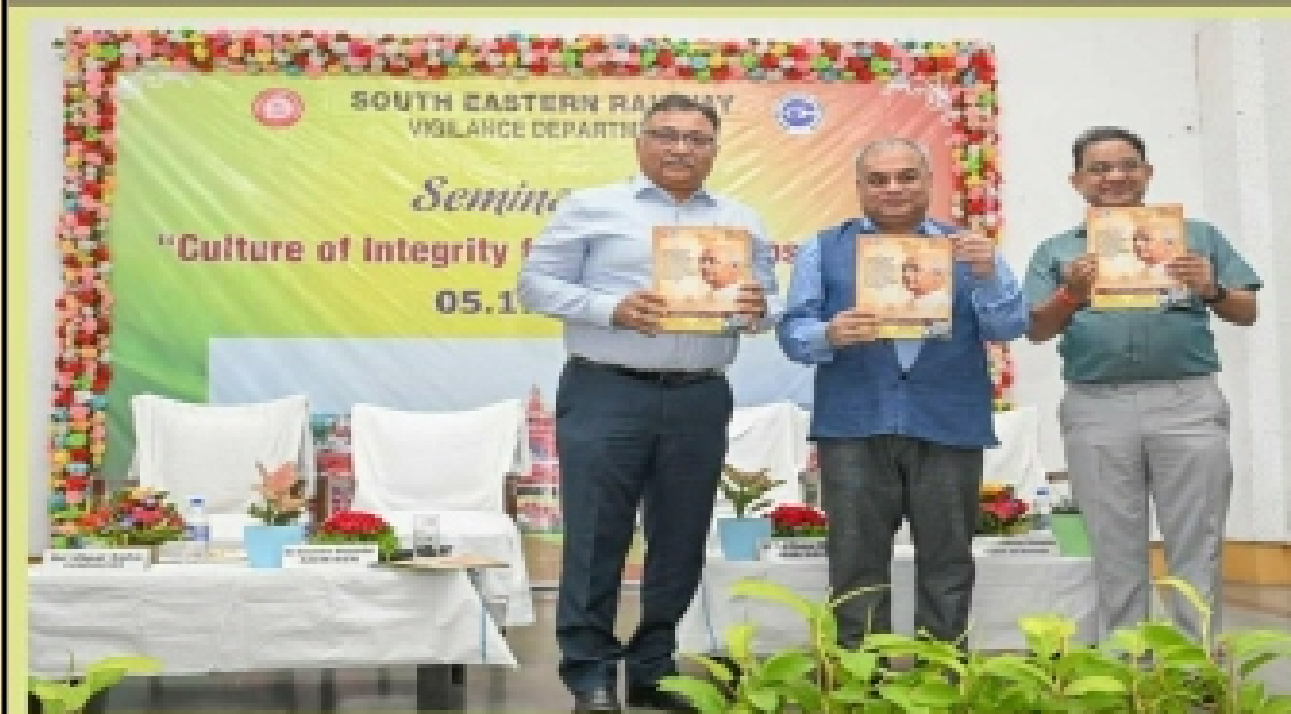
Sri Anil Kumar Mishra, GM/SER addressing the seminar on “Culture of Integrity for Nation’s Prosperity”

ACTIVITIES DURING VIGILANCE AWARENESS WEEK - 2024



Sri Utpal Saha, CVO(HQ) (Left) and Sri Soumitra Majumder, AGM delivering speech during seminar on "Culture of Integrity for Nation's Prosperity"

Release of Vigilance Bulletin "Maryada 2024" by Shri Soumitra Majumdar, AGM/SER, Shri Pradeep Gooptu, Guest of Honour and Shri Utpal Saha, Chief Vigilance Officer/HQ at SER Headquarters, Garden Reach on 05.11.2024



ACTIVITIES DURING VIGILANCE AWARENESS WEEK - 2024



Elocution/Speech competition on “Culture of Integrity for Nation’s prosperity” organized at a renowned institute Indian Institute of Engineering Science & Technology/Shibpur.



Our Responsibility

Balakrishnan Rajiv
P.S. to SDGM/SER

“When good people in any country cease their vigilance and struggle, then evil men prevail.” - Pearl S. Buck

In a democracy as vast and diverse as India, the foundations of governance rest not only on laws and policies but also on the integrity with which they are implemented. Among the most vital tools for ensuring clean, accountable governance, is **vigilance**. But vigilance cannot be viewed as the sole domain of a specific department or a handful of officers. It is, and must remain, a **shared responsibility** — one that includes civil servants, political leaders, citizens, media, civil society, and institutions alike.

I have come to realize that vigilance is not merely about identifying wrongdoing. It is about cultivating a culture that actively discourages it. It is about prevention, not just punishment. Most importantly, it is about each of us owning up to our role in upholding the principles of transparency, fairness, and justice.

Understanding Vigilance beyond the traditional sense : Traditionally, vigilance is associated with anti-corruption drives, departmental inquiries, surprise checks, or punitive actions against errant employees. While these remain essential components, modern governance demands a more holistic view.

Vigilance must now encompass:

- **Preventive measures** to reduce opportunities for corruption,
- **Educational efforts** to instill ethical behavior among public servants,
- **Systemic improvements** that reduce human discretion,
- And **public empowerment**, so citizens can hold institutions accountable.

This broader interpretation requires that vigilance is embedded in **day-to-day administrative functioning**, not just activated during crises or awareness weeks.

Role of Civil Servants : The civil services form the backbone of policy implementation. As officers who are entrusted with public funds, regulatory powers, and decision-making authority, the responsibilities are immense.

But we must ask ourselves: Are we doing enough to prevent the misuse of that authority?

Have we made vigilance a part of our routine? Are we creating environments where honesty is rewarded, and malpractice is deterred?

In my own experience, I've seen how even small actions — like ensuring timely file movement, maintaining transparency in procurement, avoiding conflict of interest, or following due procedure in recruitments — can go a long way in building a culture of trust and integrity.

Equally important is **leading by example**. Subordinates observe and often emulate the conduct of their seniors. If we are prompt, fair, and ethical in our dealings, it sends a strong signal across the system. If we are lax or complicit, the damage is multiplied.

Preventive Vigilance: Building Systems that deter wrong doing : A major shift in recent years has been the emphasis on **preventive vigilance** — identifying vulnerabilities in systems and plugging them before they are exploited.

Some practical ways this can be achieved:

- **Digitization of processes** to reduce human interface and discretion (e.g., online tendering, DBT schemes, e-office).
- **Surprise inspections** and internal audits, not to trap but to reform.
- **Rotation of officials** in sensitive posts to avoid the development of vested interests.
- **Clear Standard Operating Procedures (SOPs)** to reduce ambiguity in decision-making.
- **Anonymous reporting channels** for staff to share concerns without fear.

Such measures not only improve efficiency but also restore public faith in institutions.

Empowering Citizens: Vigilance from the Outside In : No vigilance mechanism can succeed without the active participation of citizens. After all, it is the public that suffers most from corruption — whether in delayed services, substandard infrastructure, or denial of rightful entitlements.

Tools like the **Right to Information (RTI) Act, Public Grievance Redressal Systems, Social Audits and Citizen Charters** were designed to empower people. However, their effectiveness depends on how sincerely they are implemented.

As administrators, we must not treat public scrutiny as a threat but as an ally in improving service delivery. Welcoming feedback, responding promptly to complaints, and being open to course correction are all part of responsible governance.

Challenges to Vigilance — And How We Must Respond : Despite our best efforts, the path is not easy. Officers often face challenges like:

- **Political or external pressure** to overlook procedural lapses,
- **Lack of protection for whistleblowers**,
- **Delays in departmental inquiries**, which dilute the deterrent effect,
- And at times, **a culture of silence** within departments.

Overcoming these requires **institutional support, legal safeguards**, and most of all, **moral courage**.

Whistleblowers — whether inside or outside government — must be seen as partners in reform, not troublemakers. Independent vigilance bodies must be strengthened and insulated from influence. And we must work toward creating a culture where honest officers are not punished for doing the right thing — and wrongdoers are not shielded because of their connections.

OUR RESPONSIBILITY

Role of Media and Civil Society : The media plays a critical role in uncovering irregularities and drawing attention to governance failures. When done responsibly, investigative journalism serves as a form of public vigilance. Likewise, civil society organizations, NGOs, and advocacy groups often bring deep insights from the ground. Their reports and assessments should be welcomed as constructive inputs, not dismissed as adversarial.

Of course, care must be taken to differentiate between genuine whistleblowing and attempts to malign with ulterior motives. But that must not become an excuse to ignore red flags.

A Shared Future: Building a Culture of Integrity : Corruption and negligence do not occur in isolation. They thrive in environments where people are indifferent, silent, or afraid to speak out. When individuals believe that fighting wrongdoing is not their job, problems begin to grow. Therefore, **every citizen has a role to play**, whether by being honest in their own actions, reporting suspicious activities, or supporting transparency and accountability.

In government offices, for example, vigilance officers may monitor transactions, but unless employees and the public cooperate, loopholes may remain. Similarly, in private organizations, internal checks must be supported by an ethical work culture.

Ultimately, vigilance is not a one-week campaign or a file that rests in a corner of the department. It is a way of life, a culture we must build together.

This culture is shaped:

- In schools, where children are taught the value of honesty.
- In colleges, where future professionals learn the importance of ethics.
- In families, where values are passed down.
- In offices, where transparency becomes a habit.
- In governance, where no one is above scrutiny.

As Railwaymen, we are privileged to serve. With that privilege comes responsibility — to uphold the Constitution, serve without fear or favor, and ensure that the public's trust in governance is not betrayed.

Let us each do our part. Let vigilance not be the duty of a few, but the commitment of all.

The strength of a democracy lies not only in the laws it frames but in the values it practices. In an age of increasing complexity, vigilance provides the moral compass that keeps governance on the right track.

Let us remember: **Every act of integrity, every refusal to look the other way, every insistence on transparency — is an act of vigilance.**

And in that, we all have a role to play. Together, let's stay alert, act honestly, and build a better future.

“Let the eye of vigilance never be closed”. - Thomas Jefferson

Vigilance in Day-to-Day Office Work of Railways: Building a Culture of Integrity

Rahul Deb Mondal,
CVI/Med

The Indian Railways, known as the lifeline of the nation, not only moves millions of people and tons of cargo daily but also operates one of the largest and most complex administrative systems in the world. In this vast machinery, the role of vigilance is not just about surveillance or fault-finding—it is about nurturing a culture of integrity, accountability, and transparency at every level of day-to-day office work.

Importance of Vigilance in Daily Office Work

Often, when we think of vigilance, our minds immediately associate it with corruption control or punitive actions. While preventive vigilance plays a crucial role in identifying and addressing malpractices, it is equally important to understand that vigilance begins with everyday behavior—the routine decisions we make, the files we process, the tenders we scrutinize, the assets we manage, and even the emails we send.

The office desk may appear far removed from field operations, but it is the nerve centre where critical administrative decisions are made. Vigilance ensures that these decisions are guided by rules, fairness, and the broader public interest.

The Pillars of Vigilance in Office Work

1. Compliance with Procedures

Railway rules, codes, and manuals exist to guide every function—from procurement to HR management. Following laid-down procedures in letter and spirit not only ensures fairness but also protects employees from future scrutiny.

2. Transparency in Processes

Whether it is awarding contracts or handling service matters, transparency builds trust. Digitization, e-procurement, and file tracking systems are great enablers, but what matters most is the intent behind their use.

3. Accountability at All Levels

Every official, regardless of rank, has a responsibility to be accountable for their decisions. Maintaining proper documentation, recording reasons for deviations, and keeping clean records is key.

4. Timely Decision-Making

Delays in file movement, indecision, or unwarranted referrals often lead to suspicion. Vigilance encourages efficiency with integrity, ensuring that delays are minimized and responsibilities are clearly defined.

5. Avoiding Conflict of Interest

Officials must recuse themselves from decisions where personal interest may conflict with official duties. Even the perception of bias can harm the image of the Railways.

BUILDING A CULTURE OF INTEGRITY

Role of Preventive Vigilance

Preventive vigilance focuses on eliminating opportunities for corruption or irregularity before they arise. This includes:

- Regular audits and inspections
- Surprise checks
- Training staff on vigilance awareness
- Updating procedures to plug systemic loopholes

Preventive vigilance is proactive, constructive, and educational rather than punitive. It empowers employees to perform duties confidently and correctly.

Promoting a Culture of Integrity

1. **Awareness & Training:** A vigilant employee is not one who is fearful of being watched, but one who is aware of the importance of ethical conduct. Regular awareness programs and workshops sensitizing employees about rules, procedures, and ethical conduct help to reduce unintentional lapses and promote informed decision-making.
2. **Systemic Improvements:** Identifying vulnerable areas and simplifying procedures through digitization and automation reduces discretion and scope for malpractices.
3. **Transparency & Accountability:** Ensuring transparency in tenders, promotions, transfers, and financial dealings discourages favoritism and builds institutional trust.
4. **Encouraging Whistleblowing:** Employees are also encouraged to report irregularities without fear. Protection and encouragement of whistleblowers, confidential complaint handling, and the use of technology (e.g., CVC complaint portals) ensure that unethical practices and wrongdoing are reported without fear of retaliation.
5. **Participative Vigilance:** Engaging employees in vigilance initiatives and giving them ownership of integrity measures makes them active stakeholders in upholding ethical values.

Vigilance is Everyone's Responsibility

In today's dynamic working environment, where the Railways is moving toward modernization and digital transformation, the role of vigilance has become more strategic than ever. It is not just the Vigilance Department's duty to ensure honesty—it is everyone's shared responsibility.

Building a culture of integrity in the Railways requires vigilance to be seen not just as a control mechanism, but as a catalyst for good governance. Every railway employee, from top management to the grassroots, plays a role in maintaining vigilance in their routine work. When vigilance becomes a habit, integrity becomes the culture.

By embracing vigilance in our daily office work, we uphold the core values that have kept Indian Railways strong: trust, service, and responsibility. Let each action at the desk reflect the integrity of the institution we represent.

"Vigilance is not about suspicion—it's about sustaining trust."

Shades Of My Sky

Somedutta Chakraborty,
Student (MA 1st Year)

My sky was infused with wisps of cotton,
It was a brilliant blue
Like the river untainted,
By radioactive decay,
Illegal tenders, displaced tribals..

It was golden
Akin to the wheat fields of farmers,
Farmers not ensnared,
By the avarice of middle men..

My sky is slowly turning red,
Like the red tape of bureaucracy, media,
Towering corporations.

My sky turned ash grey,
Cold, distant , alien
With smokes, fumes and sirens.

Now it's crimson,
Mutilated by falsity
Amputated with words,
Smeared with a dark greed and corrupt lead.

Every morning serves a new agenda for breakfast
The evenings bring promises, negotiations, and a host of them
And yet, the skyline remains crimson...

My sky is now laced in white,
It smells of hope, perhaps..

Will we ever see a starry sky?
Free from the shades of sin,
Will we ever break free?

भ्रष्टाचार मुक्त भारतीय रेल की ओर : सूचना प्रौद्योगिकी की भूमिका

भारतीय रेल, जो देश की जीवन रेखा कही जाती है, विश्व की सबसे बड़ी सार्वजनिक क्षेत्र की संस्थाओं में से एक है। विशाल ढाँचा, लाखों कर्मचारी और प्रतिदिन करोड़ों यात्रियों की सेवा करने वाली इस संस्था के लिए पारदर्शिता, दक्षता और जवाबदेही बनाए रखना हमेशा से एक बड़ी चुनौती रही है। ऐसे परिदृश्य में “भ्रष्टाचार मुक्त भारतीय रेल” का सपना अत्यंत महत्वपूर्ण हो जाता है। इस लक्ष्य की प्राप्ति में सूचना प्रौद्योगिकी (आईटी) एक सशक्त साधन के रूप में उभरी है, जिसने रेलवे के संचालन और सतर्कता प्रणाली को अधिक पारदर्शी, प्रभावी और जन-केंद्रित बनाने में अहम भूमिका निभाई है।

रेलवे में भ्रष्टाचार की चुनौती

भारतीय रेल के विशाल नेटवर्क में ठेके, खरीद प्रक्रिया, मानव संसाधन प्रबंधन और सेवा वितरण जैसे क्षेत्रों में कई तरह की चुनौतियों सामने आती हैं। पहले के समय में मैनुअल प्रक्रियाओं के कारण विलंब, पक्षपात और अनियमितताओं की संभावनाएं बनी रहती थी। ऐसे में सतर्कता (Vigilance) न केवल भ्रष्टाचार को दंडित करने का माध्यम है, बल्कि इसे रोकने और प्रणाली में सुधार करने का भी उपाय है।

पारदर्शिता बढ़ाने में सूचना प्रौद्योगिकी की भूमिका

सूचना प्रौद्योगिकी ने रेलवे की सतर्कता प्रणाली को पूरी तरह बदल दिया है। डिजिटलीकरण ने मानवीय हस्तक्षेप को कम किया, सभी कार्यों का डिजिटल रिकॉर्ड तैयार किया और निर्णय लेने की प्रक्रिया को डेटा-आधारित बनाया। इसके कुछ प्रमुख उदाहरण इस प्रकार हैं -

- **ई-प्रोक्योरमेंट और ई-टेंडरिंग:** ऑनलाइन खरीद और निविदा प्रणाली ने ठेक की प्रक्रिया को पारदर्शी, प्रतिस्पर्धी और निष्पक्ष बनाया।
- **एचआरएमएस (HRMS) :** कर्मचारियों के रिकॉर्ड, पदोन्नति और स्थानांतरण अब डिजिटल रूप से संचालित होते हैं, जिससे पक्षपात की गुंजाइश कम हो गई है।
- **डिजिटल सतर्कता पोर्टल :** कर्मचारी और नागरिक ऑनलाइन शिकायत दर्ज कर सकते हैं और उसकी स्थिति ट्रैक कर सकते हैं, जिससे भय और विलंब की समस्या कम हुई है।
- **डेटा विश्लेषण :** आधुनिक तकनीकें असामान्य पैटर्न, अधिक मूल्य निर्धारण और अनियमितताओं की पहचान कर सकती हैं, जिससे निवारक सतर्कता को बल मिलता है।
- **भारतीय रेल सतर्कता सूचना प्रणाली (IRVINS) :** भारतीय रेल विश्व का सबसे बड़ा सार्वजनिक परिवहन तंत्र है। इसी उद्देश्य से “भारतीय रेल सतर्कता सूचना प्रणाली” (Indian Information System - IRVINS) विकसित की गई है। यह प्रणाली सतर्कता निदेशालय, रेलवे बोर्ड द्वारा संचालित की जाती है और इसका उद्देश्य सतर्कता संबंधी कार्यों को पारदर्शी, कुशल और डिजिटल माध्यम से संचालित करना है।

प्रमुख विशेषताएँ

- ऑनलाइन शिकायत पंजीकरण एवं ट्रैकिंग – कोई भी व्यक्ति अपनी शिकायत ऑनलाइन दर्ज कर सकता है और उसकी स्थिति की जानकारी प्राप्त कर सकता है।
- डिजिटल डेटा प्रबंधन – सभी सतर्कता मामलों का डेटा एक केंद्रीकृत प्रणाली में सुरक्षित रहता है, जिससे जाँच और रिपोर्टिंग आसान होती है।
- पारदर्शी प्रक्रिया – सभी कार्रवाइयों का डिजिटल रिकॉर्ड उपलब्ध होने से जवाबदेही और पारदर्शिता सुनिश्चित होती है।
- प्रभावी निगरानी – प्रणाली से उच्चाधिकारियों को मामलों की प्रगति पर समय-समय पर नज़र रखने की सुविधा मिलती है।
- रिपोर्ट जनरेशन – विभिन्न प्रकार की रिपोर्ट स्वतः तैयार होती हैं, जिससे नीतिगत निर्णय लेने में सहायता मिलती है।

सतर्कता जागरूकता फैलाने में आईटी का योगदान

आईटी केवल निगरानी का साधन नहीं है, बल्कि जागरूकता फैलाने का भी माध्यम है। ऑनलाइन प्रशिक्षण, वेबिनार और विजिलेंस अवेयरनेस वीक के दौरान डिजिटल अभियान कर्मचारियों और नागरिकों में ईमानदारी और निष्ठा का संदेश पहुँचाते हैं। ऑनलाइन इंटीग्रिटी प्लेज (सत्यानिष्ठा की शपथ) ने लाखों लोगों को जोड़ा है और सामूहिक जिम्मेदारी का भाव जगाया है।

आईटी आधारित सतर्कता के लाभ

आईटी अपनाने से निर्णय लेने की गति बढ़ी है, शिकायत निवारण तेज हुआ है और लेन-देन अधिक पारदर्शी बने हैं। इससे भागीदारी सतर्कता को भी बढ़ावा मिला है, जिसमें कर्मचारी और नागरिक दोनों भ्रष्टाचार मुक्त माहौल बनाने में सक्रिय भागीदार बनते हैं।

भविष्य की दिशा

भविष्य में कृत्रिम बुद्धिमत्ता (AI), मशीन लर्निंग और ब्लॉकचेन जैसी तकनीकें रेलवे की सतर्कता प्रणाली को और मजबूत करेंगी। ये तकनीकें गड़बड़ियों को पहले ही पहचान लेंगी और सभी रिकॉर्ड को छेड़छाड़-रहित बनाएंगी।

विपिन कुमार यादव
प्रोग्रामर (IRVINS) सतर्कता/रेलवे बोर्ड

ईमानदारी एक महँगी शौक

ईमानदारी कोई सौदा नहीं,
जो बाजारों में बिक जाए।
यह तो वह बहुमूल्य दौलत है,
जिसे हर कोई न खरीद पाए॥

लालच, भय और प्रलोभन,
जब मन को डगमगाते हैं,
ईमानदारी वह दीपक है,
जो सदा सही राह दिखाते हैं॥

अवैध धन हो या प्रलोभन,
टिकते नहीं ज़माने तक,
सत्यनिष्ठा वह सुगंध है,
जो रहेगी सदा ज़माने तक॥

ईमानदारी एक महँगी शौक है,
सच्चाई की आग में तपना पड़ता है,
लालच की छोटी गली छोड़कर,
सत्य की लंबी राह पर चलना पड़ता है॥

मोहम्मद इमरान
कार्यालय अधीक्षक, सतर्कता कार्यालय
दक्षिण पूर्व रेलवे

“संकल्प” (गीत)

भ्रष्टाचार अब नहीं चलेगा,
सतर्कता विभाग का अहवान है।
नहीं सजेगी रिश्वत खोरी,
तुरन्त उनका उपचार है।

जिनका चेन बना है लूट का,
उन चेन को नहीं चलने देंगे।
मिला सख्त आदेश भैया,
दक्षिण पूर्व रेलवे का आगाज है।

नहीं चलेगी भ्रष्टाचारी,
भारतीय रेलवे का आदेश है।
जागो - जागो देश के वासी,
दक्षिण पूर्व रेलवे का संकल्प है।

दिनेश कुमार धानुक,
वरिष्ठ खानपान निरीक्षक (मुख्यालय, महाप्रबन्धक के सचिवालय)
दक्षिण पूर्व रेलवे, कोलकाता-700043

Case Study 1 – (Accounts):

Siphoning of funds (Rs. 1.92 Cr) by Railway officials involved in the management of Railway Institutes.

In terms of Para 2208 of IREM (1968), the Railway Institute should be looked upon as a club provided by the Railway, rent-free, for the benefit and welfare of its employees. Therefore, the officers responsible for staff welfare under the Personnel Branch of the Railway should be the nodal officers for Railway institutes and clubs.

During the investigation, the Vigilance Department unearthed several serious illegal activities and gross mismanagement, revealing the misappropriation of huge funds by the Gazetted and Non-Gazetted officials of different departments acting as management committee members of the Railway Institutes.

The major irregularities detected during the investigation are enumerated below:

- (a) As per Bye-law No. 5, the Managing Committee shall retain office for 12 months or until the next election and shall be eligible for re-election but not for more than three consecutive years. However, it was revealed that the Management Committee had continued for a stretch of eleven years (from August 31, 2012, to October 2023) without making arrangements for fresh elections and conducting any elections, violating the provisions of Bye-laws No. 5 and 24.
- (b) As per Bye-law No. 9, the Vice President and Honorary Treasurer shall submit a statement of accounts to be placed before each monthly meeting, showing the funds at the disposal of the committee and the income and expenditure incurred during the previous month. However, it was revealed that during this eleven-year tenure, the entire system of preparing and presenting monthly income-expenditure statements was done without any obligations attached to maintaining and preserving financial records, rendering half-yearly audits by the Accounts Inspection Staff impossible.
- (c) According to Bye-law 12, the Institute's accounts should be audited twice a year by the Accounts Inspection Staff deputed by the FA&CAO. However, it was revealed that no initiative was made by the Managing Committee, and no audit was conducted since April 2012.
- (d) Vital records, i.e., venue booking registers, were found to be incomplete, and there was indiscriminate usage of whiteners. Moreover, 15 numbers of Money Receipt books were missing.
- (e) Out of the total vouchers submitted by the Ex-Hony. Secretary of the Railway Institute/Garden Reach, vouchers amounting to Rs. 8,45,000 were certified as fake and fabricated by the seller of material.
- (f) Funds collected from Railway and Non-Railway persons for booking venues on behalf of the Institute were neither accounted for nor properly deposited into the Railway Institute's Bank Account; instead, the same were kept in a personal savings account by a quasi-staff member and the Ex-Hony. Secretary of the Railway Institute/GRC.
- (g) Expenditure was incurred without sanction or following proper procedure and beyond the permissible limits according to Bye-Laws No. 15 of the Railway Institute/GRC.
- (h) During the investigation, it was revealed that between April 2012 and October 2023, Rs. 1,42,64,798 was withdrawn from the bank account of the Railway Institute, as reflected in the passbook. However, authentic vouchers were available only for Rs. 97,40,266, which includes staff salaries. The remaining amount of Rs. 45,24,532 was spent without valid vouchers. The concerned Managing Committee failed to provide any credible reply in this regard.
- (i) Fifteen(15) MR books were found missing. The estimated collection from these 15 missing MR books, based on the average booking money received during previous years, is calculated to be Rs. 1,55,17,683/-.

The total financial irregularity is estimated to be Rs. 1,92,09,149 detailed as under :-

Income	Total money deposited into Bank	Shortfall on account of money deposited into bank	Total money withdrawn from Bank	Expenditure (with authenticated by proper vouchers along with staff payments.	Shortfall (no vouchers as well as without consideration of fabricated vouchers.	Total misappropriation
A	B	C	D	E	F	G=C+F
1,92,30,158	1,45,45,541	1,46,84,617	1,42,64,798	97,40,266	45,24,532	1,92,09,149

Case Study-2 (Accounts)

Unauthorized retention of multiple Railway Quarters at CKP

During preventive check, multiple instances of unauthorized retention of Railway Quarters in favour of same employee have been detected. It revealed that occupants are enjoying multiple railway quarter for years together, merely paying normal rents and water charges for multiple quarters allotted in favour of them. It is observed that the concerned staff were well aware of the fact but allowed to hold multiple quarters without recovering penal rents. It is also seen that before allotment, a proper review was not done by the concerned authorities. Total revenue loss amounting Rs.39,70,834/- has been detected (i.e. non-recovery of penal rent amounting Rs.38,12,357/- and non-recovery of Elct. charges Rs.1,58,477/-) Divisional authorities have been advised to initiate recovery. DAR action is being initiated against twelve errant officials.

Case Study-3 (Personnel)

Irregular pension drawal in favour of family pensioner

During an Investigation, it has come to light that after the death of the original pensioner, the disbursing bank continued to pay enhanced rate of pension in favour of family pensioner without adhering to the instructions mentioned in PPO. As a result, nearly **Rs.4.5** Lakhs excess payment made to the family pensioner. It is also observed that this error could not be detected during percentage check of debit scrolls. Bank authorities have already initiated recovery of excess payment made in favour of the family pensioner. AFA/Pension has been advised to set up suitable mechanism to find out fault in the Pension module and ensure 100% reconciliation of all debit scrolls received from Banks and generate an exception report flag highlighting deviations/errors.

Case Study-4 (Stores)

Issue regarding Auto-generated Purchase Orders in IREPS/IMMS

During investigation of a case, it is observed that few flags for various clauses of Terms & Conditions like SVC, PVC, Safety, Option Clause and Time Preference as mentioned in the first page of auto-generated PO after finalisation of TC are not exactly as intended by TC members and accepting authorities may be due to some constraints of present IREPS/iMMS. This is causing anomaly at the time of payment of bills and there has been cases of overpayment on this account.

For removing above anomaly it was advised to make changes in algorithm of auto-generated PO in following manner:-

- Selection of the above important clauses may be made mandatory where Tender Committee convenor will select one from two options 'Yes' / 'No' or 'Applicable' / 'Not Applicable'
- Selected flags must be visible in Terms & Conditions field while recommending and accepting by the concerned authorities during processing of Tender Committee Notes/ Minutes and the auto-generation of Purchase Orders should be done exactly as appearing on the TC minutes terms & conditions.

- (c) If the option selected by Tender Committee recommending or accepting authority is 'Yes' or 'Applicable', the text box should be provided for editing remarks or adding/attaching documents, detailing the selected clause and this aspect should also be done mandatory. For example, if convenor has selected PVC clause as 'Applicable', he must be able to attach PVC formulae as document or can edit the formulae there itself. By completing these selections, he should be able to see this generated flags in the Terms & Condition of TC Minutes to ensure that selection is made as intended by the members and tender accepting authority.

In this context, an administrative action against erring officials as well as recovery of overpayment amount of Rs. 43289/- (Rupees Forty Three Thousand Two Hundred Eighty Nine only) were recommended due to overlooking of the Contract Clauses in attached documents in the purchase order at different stages.

Case study-5 (Mechanical)

Scrap Auction Sale

An investigation was undertaken on a complaint in which serious lapses in the conduct of a scrap auction were revealed which had resulted in substantial monetary loss for the Railways. As per established practice, scrap material is sold on an "As is where is basis," with the Survey Committee providing only an approximate estimate of weights of the materials contained- ferrous and non ferrous metals, for assessment purpose.

Old steam era M&P items were to be disposed off through auction sale. Some portions of the item were grounded into the floor. The custodian had made an assessment of material contents based on measurements he could take without dismantling and excavating it. The Auction Conducting Officer fixed the reserve price for the scrap based on the weight of the scrap communicated by the Survey committee. Then he had done first time e-auction for this lot, for the weight of material as assessed by the custodian and survey committee. No purchaser showed interest in this Auction.

Subsequently, in the Second auction for this lot, the auction conducting authority arbitrarily without recording any reason, or consulting back with the Survey committee unilaterally altered the measurement criteria from "Weight" to "Numbers," while retaining the "As is where is basis" condition. This arbitrary change was inconsistent with the approved survey committee report. After further procedure lot was awarded to the eligible bidder. The Sale release order mentioned that quantity of items in "Numbers". The purchaser deposited the full auction value, which works out to value of the metal content as had been assessed by the Survey committee, and delivery commenced on "number" basis. However, during the actual delivery it was discovered that the weight of the scrap was far higher than the estimated weight, as much of it was lying underneath the floor level and embedded in the foundation.

After much complications and delay, and only after order from the Court, finally the entire material had to be handed over to the buyer to honor the obligation entered into vide the SRO, even at the cost of causing substantial loss to the Railways.

This incident highlights the risks associated with inconsistent practices in scrap disposal. As per Stores Code para 2421, sale of scrap must adhere to transparent procedures, ensuring that quantities are correctly assessed and auctioned in a uniform manner. Delivery of scrap "as is where is" at the site is an approach to avoid unnecessary expenditure on handling, transportation, and storage. However, any deviation in unit of measurement—whether by weight or number—must be avoided unless specifically approved and justified in records, only after instituting a detailed re-consultation with the Survey Committee. To prevent recurrence, a system improvement in this regard is issued as per the directions of CVC.

Case study-6 (Mechanical)

Procurement of service through GeM

A case of procurement of Service Contract through GeM had been investigated in which multiple irregularities and infirmities had been revealed. The tender had aimed to outsource a work that was being undertaken departmentally.

The estimate was prepared based on departmental man-hour yardsticks stipulated for the work, without giving due consideration to the fact that departmental yardsticks often lack the element of efficiency in utilization of man-power.

This aspect was starkly brought to perspective when, two months after the start of the work, a Vigilance field inspection revealed that only ten labourers and one supervisor had been deployed by the contractor whereas the estimate had projected that 64 manpower per day is required to achieve the desired outcome.

The procurement of the service contract had been done on GeM. GeM Platform has an array of inbuilt Tender clauses designed for Services and Goods procurement. Some of these clauses are in the nature of Eligibility Criteria and are not aligned with the Minimum Eligibility Criteria prescribed by the RB. While floating the tender for this contract, the Buyer had incorporated some of these without obtaining necessary permissions as stipulated by the MSOP 2018.

In the absence of provision for referring the bids electronically on GeM, the Buyer who was also the TAA had referred the downloaded documents formed into a Paper File, to a duly constituted Tender committee. This had required the critical human intervention of a subordinate official who was not part of the TC. The bunch of documents were handed over without any summarizing Briefing Note.

The tender committee had to rely strictly on the eligibility conditions incorporated in the tender notice, which formed the backbone of the evaluation process. Based on the conditions incorporated by tender inviting authority, one of the bidders was declared technically ineligible during the technical bid evaluation stage. The reasons cited for rejection aligned with the tender conditions.

Investigation has revealed that the same strictness in scrutiny was however not applied to the bidder who was finally awarded the contract. The successful bidder had not submitted all the Financial Statements required as per GCC to support his bid, and he had also failed to tender his signature on vital documents establishing his claims. But these short comings had not been brought out in any Briefing Note, as no Briefing Note was prepared, and these were overlooked by the TC and TAA.

The Investigation has revealed critical loopholes in Tendering process on GeM which must be avoided to ensure fairness in public procurement.

Case Study- 7 (Civil Engg)

Record keeping of hidden items for the future reference after execution of works.

An investigation based on the complaint of misappropriation with provision of less steel liner in execution of piles for a Major Bridge Construction was done in recent time. As all the piles and pile caps were completed and covered underground before the joint check, it was not possible to check physically at the site regarding actual consumption of MS steel liners in pile constructions. So, the available registers like receipt and issue registers, invoices, Truck Nos used in transporting of liner materials, available drawings etc were checked to detect any irregularities in provision of liners.

As the case was being heard by Hon'ble Lokpal of India simultaneously based on the complaint of same complainant, it was ordered by Hon'ble Lokpal for determining the actual use of liner using

some advance non-destructive technique. Construction organization has engaged one IIT as consultant for determining the actual liner depth used in the piles of the Bridge using the advance technique.

But, the technique adopted by the IIT for determination of liner depth with the imported instrument (Bore hole magnetometer) could not be successful on the ground of local site condition and reported safety issues of the Bridge.

Considering the difficulties in ascertaining no irregularity in hidden item, it has been suggested for “a system for continuous monitoring by IP based CCTV cameras should be installed for important bridges and structures. Hidden items which are difficult to ascertain after completion should be recorded duly geo-tagged. Geo-tagged photographs of such hidden items should be uploaded on IRPSM (Indian Railway Projects Sanction & Management) for later reference. This will be beneficial for any such potential questions from investigating agencies”.

Case Study- 8 (Civil Engg)

Commissioning of a numbers of RCC Overhead Water Tanks even after completion of work of tanks long ago (More than 10 years).

Contracts were awarded more than 13 years back for a numbers of RCC OH Tank on replacement account were awarded in one of the Division. Main scope in the contracts was construction of Tank with associated pipelines.

During execution of works, disputes were arisen over use of GI pipes for pipeline works which were found to be awarded at appreciably high rates and subsequent non-operation of the item. Long time was passed for arbitration and subsequent court case in settling the issue of pipeline regarding payment of Pipelines already completed as claimed to be done by the contractor before advising the contractor not to execute the same.

However, from the available record it was seen 04 nos of Tank were completed in the year 2015 and 08 nos in the year 2013 and final bills were passed.

Contract for leftover work mainly involving balance pipeline works were awarded in the year 2019 for four (04) tanks & in the year 2018 for other four (04) tanks for commissioning these completed OH Tanks, however for remaining four tanks no balance work was awarded.

However, these contracts were finalized without completing the pipeline works on the plea of want of sufficient scopes in the awarded fresh pipeline contracts.

Though pipe lines are executed for few tanks (06 in nos), moderate leakages were detected in these tanks. It was learnt during investigation in the month of 2024, these few tanks can be commissioned immediately after taking over by Open Line, but open line organization is also reluctant to take over on ground of detected leakage.

Other tanks were not commissioned for want of pipe line connection and no such further attempt was taken to complete the pipeline works on behalf of Construction organization.

Genuine effort by Construction organization and co-operation on behalf of Open line side could have helped in commissioning these all tanks which were found missing in the case.

Case Study - 9 (S&T)

Deliberate delay in opening financial bid resulted in finalisation of tender at higher rate:

Railway Board directed to investigate allegations related with finalization and execution of contract

agreements where Electronic Interlocking was major item.

Major allegation was about finalization of Tenders in favour of Firm “F1” at very high rates in comparison to what was finalized in favour of another Firm “F2”.

This allegation took support of a comparison chart of four LoAs.

- (i) LoA for Tender “T1”, awarded to Firm “F2”.
- (ii) LoA for Tender “T2”, awarded to Firm “F2”
- (iii) LoA for Tender “T3”, awarded to Firm “F1”
- (iv) LoA for Tender “T4”, awarded to Firm “F1”

Make of EI in (i), (ii) and (iii) are same, whereas make of EI in “T4” is different.

Members of Tender Committee and Tender Accepting Authority for all of these tenders were same.

Chronology of events related to Tender evaluation is presented in table below (Offered EI being different, “T4” was kept outside of discussion):

Event	T1	T2	T3
Date of opening of Techno commercial bid	19.11.2020	21.11.2020	29.12.2020
Date of evaluation of Techno commercial bid	18.02.2021	18.02.2021	23.01.2021
Date of acceptance of Techno commercial bid by TAA	23.02.2021)	23.02.2021	23.01.2021
Date of opening of financial bid	06.04.2021	06.04.2021	25.01.2021
Date of evaluation of Financial bid	27.05.2021	07.06.2021	04.03.2021
Date of acceptance of TC recommendations after evaluation of Financial bid by TAA	28.05.2021	07.06.2021	04.03.2021
Date of award of LOA	01.06.2021, issued Firm “F2”	07.06.2021, issued Firm “F2”	06.03.2021, issued to Firm “F1”

Tender condition stipulated submission of MoU with OEM of EI at the time of bidding. So, Brand/Make of offered EI was available in all of the techno-commercial bids. Investigation further revealed that techno-commercial bids of the tenders, for which LoAs had been issued to Firm “F2”, were finalised prior to finalisation of financial bid of tender for which LoA of tender no. T3 was issued to Firm “F1”. So, Convenor member was well aware about Make of EI offered by Firm “F2” before finalization of LoA “T3” and it was fact that offered brand of EI in “T1” “T2” and “T3” were same.

The Vigilance report had clearly brought out that the rates of tender awarded to Firm “F1” were substantially higher than those awarded to Firm “F2”. This is illustrated in the table below:

CASE STUDY

A	B			C			D		
Schedule	LoA for tender "T3", dated 06.03.2021 (FirmF1)			Cost calculation (for items of column B) considering accepted rates of LOA for tender "T1", dated 01.06.2021			Cost calculation (for items of column B) considering accepted rates of LOA for tender "T2" dated 07.06.2021 (FirmF2)		
	DV (Rs.)	Accepted cost (Rs.)	% above/ Below of DV	Cost (Rs.)	% above/ Below of DV	% age by which accepte d cost of column B is higher	Cost (Rs.)	% above/ Below of DV	% age by which accepte d cost of column B is higher
A1: Execution of Signalling item SOR	232728 42.23	2955650 9.63	+27	2,95,07,1 79.94	26.79	0.17	3,07,71,4 88.49	32.22	-3.95
A2: Execution of Telecom item SOR	77619 79.80	93143 75.76	+20	108667 71.72	40.00	0.17	1,08,66,7 71.72	40.00	-3.95
A3: Execution of Signalling item non- SOR	9219354. 93	1097103 2.37	+19	1,12,16,7 53.15	21.67	-2.19	1,11,47,3 50.61	20.91	-1.58
A4: Execution of Microtun neling	1908900 0.00	2252502 0.00	+18	29587950	55.00	-23.87	29587950	55.00	-23.87
A5: Execution of BPAC & UFSBI	782600.0 0	884338.0 0	+13	8,21,730. 00	5.00	7.62	8,21,730. 00	5.00	7.62
A6: Execution of MSDAC	6301636. 60	6868783. 89	+9	72,46,88 2.09	15.00	-5.22	72,46,88 2.09	15.00	-5.22
B1: Supply of signallin	4738774 9.45	5591754 4.35	+18	5,08,30,8 02.49	7.27	10.01	5,10,54,3 09.34	7.74	9.53
B2: Supply of BPAC & UFSBI	1070596 8.00	1209774 3.84	+13	1,23,11,8 63.20	15.00	-1.74	1,23,11,8 63.20	15.00	-1.74
B3: Supply of MSDAC	1837674 93.00	2113326 16.95	+15	18,74,42, 842.86	2.00	12.75	18,92,80, 517.79	3.00	11.65

G1: Execution of Electronic interlocking	2253142.70	4280971.13	+90	48,07,332.38	113.36	10.95	48,07,332.38	113.36	10.95
G2: Design and supply of Electronic material	136704763.23	191290975.19	+39.93	16,91,80,383.41	23.76	13.07	17,55,92,111.11	28.45	8.94
G3: Execution of ring earthing	1278617.00	1662202.10	+30	2045787.2	60.00	-18.75	2045787.2	60.00	-18.75
G4: Supply of Ring Earth material	2602645.40	3773835.83	+45	10,53,780.71	-59.51	258.12	41,64,232.64	60.00	-9.37
Total	45,11,27,792.34	56,04,75,949.04	24.24	51,69,20,059.15	14.58	8.43	52,96,98,326.58	17.42	5.81

This table indicates that-

- The total accepted cost of tender awarded to Firm “F1” would have come down to Rs. 51,69,20,059.15/- from Rs. 56,04,75,949.04/- if LOA for “T3”, dated 06.03.2021 issued to Firm “F1” would have been finalized with the accepted rates of LOA for tender “T1”, dated 01.06.2021, i.e. Railways had lost to explore an opportunity to save **Rs. 4.35 crores**.
- The total accepted cost of tender awarded to Firm “F1” would have come down to Rs. 52,96,98,326.58 /- from Rs. 56,04,75,949.04/- if LOA for tender “T3”, dated 06.03.2021 issued to Firm “F1” would have been finalized with the accepted rates of LOA “Q”, dated 07.06.2021 i.e. Railways had lost to explore an opportunity for saving Rs. 3.08 crores.

On Vigilance query CO was unable to submit convincing responses against queries; which established the fact that the opportunity of cross-reference with other parallel tenders was willfully suppressed by CO (Convener member) so that it could not be explored by other members of TC with an ulterior motive to favour the Firm “F1”.

From the sequence of events, it was concluded that CO willfully created a situation where opening of the financial bids of tender for LoA “T1” & “T2” had been purposefully delayed to keep the rates offered in these tenders behind the public eye before finalization of tender for LoA for tender no “T3” at a substantially higher rate and with an ulterior motive to favour Firm “F1”.

So, a situation arose in which sufficient reasons had existed to conclude that had all the rates of parallel tenders been cross-referred, the Tender Committee members might have considered the necessity of negotiations in cases where rates were higher than in other parallel tenders.

Timely opening of the financial bids in parallel tenders of similar nature was the responsibility of the Convenor of the Tender Committee so that all the facts would have been made available to all the members of the Tender Committee for considering the best available option in the overall interest of

the Railways. The deliberate delay in opening of financial bids of the first two tenders, had been done with the malafide intent and with an ulterior motive to favour Firm 'F1' by CO due to which Railways lost opportunity to save precious exchequer.

During the course of investigation, the CO was transferred to another Zone and the case was forwarded to respective General Manager for his recommendations in regard to the conclusions contained in vigilance report,

The Case was forwarded to Vigilance Directorate Railway Board for further proceedings since CO was SAG officer and subsequently **Major penalty charge sheet was issued to CO as advised by CVC.**

Case Study-9 (Medical)

Disparity in the procedure for the empanelment of private hospitals

A preventive check was conducted regarding the Enlistment of Private Hospitals for referral of patients in the Divisional Hospitals of SER. During the check, it has been observed that two Divisional Railway Hospitals mooted the proposals for empanelment of Pvt. Hospitals individually with individual financial limit and one Railway Hospital mooted the same in a group with a consolidated financial limit which is being concurred by the associate finance subsequently. Whereas Central Hospital is getting the proposal sanctioned as a whole and another one Divisional Railway Hospital is getting the proposal sanctioned individually for all the hospitals without any financial limit.

As per RB's letter No. 2016/H-1/11/58/Policy dated 21.06.2018, "while making the referral letter, patients or their relatives will be asked to go through the list of empanelled hospitals already displayed in OPD or office where referral letter is being prepared and to give their choice in writing which can be endorsed on the referral letter." Hence, it is not possible to presume the choice of patients for a particular year for a particular hospital & chances are mostly there when the actual expenditure will be more than the allotted fund to a particular hospital at any time.

To overcome this issue of disparity in the process of Enlistment of Private Hospitals for railway beneficiaries, letters were sent to PCMD/SER and accordingly PCMD/SER has issued a policy matter stating:

- The proposal for empanelment should be sanctioned in a group for all the hospitals that are empaneled.
- There should be no financial limit on individual hospitals. The consolidated fund/ allocation for expenditure calculated on past expenditure should be clearly mentioned.

Case Study-10 (RPF)

Non Compliance of directives by Train Escort party

A surprise/preventive check was conducted by the Vigilance Team of South Eastern Railway, Garden Reach. The focus of the check was on the compliance of laid down directives and Security Circulars issued by the Director General, Railway Protection Force (DG/RPF), New Delhi, pertaining to train escort parties.

Incident

On the day of inspection, the Vigilance Team conducted a surprise check on the escorting team of Train No. 08185 (Durg Special Fare SF Special). The escort party comprised of four RPF Personnel assigned for security duties.

The scope of the check included:

- a) Verification of prior-declared personal cash of the staff.
- b) Scrutiny of escort-related documents mandated under directives/circulars of DG/RPF.

Findings

Document Verification:

- a) When asked, the escort party failed to produce certain documents i.e (i) Active criminals (with their photographs or physical details, if available), (ii) Updated contact information for GRPS/RPF/Local Police/Control Rooms (iii) Specific vulnerability, if any, of the train they are escorting (such as villages where ACP takes place, sections in which Dacoity/Robbery/TOPB/Drugging happens etc. (iv) Neatly printed/typed Do's and Don'ts in local vernacular that are required to be carried as per the directives and security circulars of DG/RPF, New Delhi.
- b) This reflected non-compliance with the prescribed system and instructions.

Analysis

While the escort party maintained transparency in declaring and carrying personal cash, the inability to produce mandated documents indicated:

- a) Procedural lapses on the part of the escort in-charge.
- b) Lack of awareness or seriousness in adhering to the directives issued by higher authorities.
- c) Potential risks to passenger safety, operational efficiency and accountability in escort duties.

Action Taken

The matter was brought to the notice of the competent authority, with a recommendation to initiate suitable administrative action against the in-charge of the train escort party for non-compliance with the directives issued by DG/RPF. Vigilance checks of this nature serve as a reminder to:

- a) Regularly sensitize train escort parties on the directives and circulars of DG/RPF.
- b) Strengthen monitoring mechanisms to ensure documentation compliance.
- c) Promote a culture of accountability and preparedness among staff deployed for sensitive security duties.

Case Study-11 (Traffic)**Manipulation Tare weight of Parcel Van**

A preventive check was conducted to detect overloading in leased VP attached to a train. The said parcel van was detected with overloading of 1.6 T and accordingly punitive charge of Rs.47507/-(Incl GST) was raised and realized.

CASE STUDY

Simultaneously, it was also detected that the tare weight of the VP was marked as 39.5T. On scrutiny of documents it was found that the said VP had shown negative tare weight of 38.8T

i.e 0.7T less than the marked Tare weight of 39.5T in empty condition when previously weighed on

24.06.25 attached to another train in 20% rotation process as per Comprehensive Parcel Leasing Policy, 2014. The weight of VP as per Coaching Management Module (CMM) is 35.0 T. In CMM tare weight of VP is corrected after each POH by owing Railway.

Moreover, on scrutiny of the marked Tare weight on the body of the VP the marked Tare weight seemed to have been manipulated as the number “9” (39.5T) was hand written in black paint while the other numbers were printed with blue paint with a missing number after number 5.

As per practise C&W staff certifies the tare weight of VP. During weighment of 20% originating load and in case of re-weighment of inward loaded VP, currently CPS enquires from the C&W about the tare weight of the desired VP for calculation of excess weight, if any. It came to known from the incidence that C&W staff intimate the tare weight of the VP which is marked on the body of VP.

On that basis, the said VP was subject for weighment in empty condition at EIMWB XXX for six times (03times in ward movement and 03 times Outward) where in the average Tare weight was found 38.4 T in presence of Railway officials and representative of lease holder. Further the said VP was also subjected for weighment at static weighbridge, wherein the tare weight was detected as 37.83 T.

Hence, the lease holder had opportunity to carry excess load of 1.67 T without paying any freight at all (under manipulated tare weight) and also without being detected with any excess load thus leading to loss of Railway revenue by Crores and benefitting the lease holders of Parcel Vans. Further, on scrutiny of documents since January’2025, appx 40 more instances of same type of showing negative Tare weight ranging from -1.5T to -8.0T of Parcel Vans has been detected which leads to revenue loss of Crores for those Parcel Vans loaded from SER as well as over Indian Railways.

In this regard the following System Improvement is suggested for consideration:

- (a) The CMM module should be integrated with the PMS (Parcel Management System) to enable automatic fetching of the recorded CMM tare weight in PMS by entering the Parcel Van number. This will facilitate determination of the net weight of the parcel by entering the gross weight of the Parcel Van, as recorded on the EIMWB, in the PMS.
- (b) Actual Tare weights of the Parcel Vans should be verified and updated in the CMM module during commissioning and after IOH/POH irrespective of any Major/Minor alterations. (Modification of Item (g) of Para:2.5 of IRCA part-IV)

“Unselfishness is more paying, only people have not the patience to practice it”- Swami Vivekananda

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South Eastern Railway
सतर्कता शाखा
Vigilance Branch

Vigilance Office,
Garden Reach,
Kolkata - 700043

No. G.130/2025/09/System Impv/V5/164

Dated: 14.01.2025

**The Principal Chief Materials Manager,
The Principal Chief Mechanical Engineer,
South Eastern Railway/GRC.**

Sub: System improvement in Auction Sale of Scrap Material.

A Vigilance investigation has revealed that, in an auction sale of Scrap in as-is- where-is basis, actual amount of material that had to be handed over to the Buyer was around 10 times the material content estimated and considered for fixing the Reserve Price.

It was submitted to the CVC that the “as is where is basis” system of scrap disposal is intended to save the Railways expenditure and effort to be incurred in excavation, dismantling and transportation of the scrap to scrap yard. A duly constituted survey committee makes an estimate of the amount of Ferrous metal content and Non- Ferrous metal content in the scrap and the Reserve price is worked out on the basis of this.

When this scrap is sold in measurements of “Weight”, actual material delivered is physically weighed and price of all material handed over is realized from the Buyer. In the instant case the ACO had auctioned and sold the scrap as unit of “numbers”. In terms of para 2421 of the Stores Code Volume-II, it has been laid down that “...bids should be registered by a number or weight unit...”. However sale of the scrap in “Numbers” instead of “Weight” caused the Railway to handover huge amount of excess material which was grouted beneath the visible portion of the items.

In view of the above the following System Improvement may be implemented: **Auction Conducting Authority must mandatorily consult the Survey Committee before changing the units of measurement from “Weight” to “Numbers” or otherwise.**

Necessary feedback may please be communicated to this office for further communication to Railway Board.

This has the approval of SDGM/SER.

Sd/-
(D. Chatterjee)
Dy.CVO/Mech/SER

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Vigilance Branch

Vigilance Office,
Garden Reach,
Kolkata - 700043

No: G.130/PC/2024/09/01327/V3/N/ADRA/421

Dated: 24.02.2025

**Secretary (Vigilance),
Railway Board,
New Delhi.**

(Kind attn: EDV (Stores)/Rly. Board)

Sub: System Improvement on Auto-generated Purchase Orders in IREPS/iMMS.

In connection with a Vigilance check on a purchase case and relating to this the working if IREPS/iMMS, certain anomalies in workflow have been observed. A few flags related to various clauses of Terms & Conditions viz. SVC, PVC, Safety, Option Clause and Time Preference as mentioned in the first page of auto-generated PO after finalization of TC are not exactly as intended by TC members ad accepting authorities, which could be due to certain constraints in the present IREPS/iMMS. These system inconsistencies are sometimes leading to anomalous payment of bills making the system vulnerable to overpayment on this account.

For removing the aforesaid anomaly, it is advised to make necessary changes in algorithm of auto-generated PO in the following manner: -

- (a) Selection of the above important clauses may be made mandatory where Tender Committee convenor shall select one of the two options 'Yes'/'No' or 'Applicable'/'Not Applicable'.
- (b) Selected flags must be visible in Terms & Conditions field while recommending and accepting by the concerned authorities during processing of Tender Committee Notes/ Minutes and the auto-generation of Purchase Orders should be exactly as appearing on the TC minutes terms & conditions.
- (c) If the option selected by Tender Committee recommending or accepting authority is 'Yes' or 'Applicable', a text box should be provided for editing remarks of adding/attaching documents, detailing the selected clause and this aspect should also be made mandatory. For example, if convenor has selected PVC clause as 'Applicable', he must be enabled to attached PVC formulae as document or edit the formulae there itself. By completing these selections, he should be able to see this generated flag in the Terms & Condition of TC Minutes to ensure that selection is made as intended by the members and tender accepting authority.

It is requested to pursue the above system improvement proposal and issue necessary guidelines to CRIS for carrying out requisite changes in IREPS/iMMS.

This is issued with the approval of SDGM.

Encl:-As per enclosed list

Sd/-
(Birendra Kumar Vivek)
Dy.CVO(Stores)/SER/GRC

Sub: System improvement suggested on Loss of legitimate Railway earnings through manipulation in stenciled Tare weight of the leased /demand Parcel van.

Parcel traffic is a significant source of freight earnings for Indian Railways. To further enhance these earnings, the Traffic and Commercial Branch has issued various policies related to the leasing of parcel space in Parcel Vans attached to different trains.

In this context Railway Board Freight Marketing Circular No: 07/2021 stipulates that:

- (a) *The originating station shall weigh at least 20% of the total leased parcel traffic loaded in SLRs/VPs on daily basis, in such a manner that entire leased traffic, originating from a station, is weighed in rotation. In case of leased traffic, if en-route loading is permitted, this provision shall be applicable on en-route loading station(s) -*
- (b) *With a view to account for possible **variations in weighbridges**, etc, a tolerance up to 5% over the Permissible Carrying Capacity for each compartment shall be permitted in case of SLRs. The tolerance limit of 1.0 tonnes over the Permissible Carrying Capacity shall be permitted in case of Parcel Vans (VPH, VPU, VP etc) -*
- (c) *Weighment of Indented Parcel Special Trains and leased PCET (Parcel Cargo Express Train) should be done once, **preferably at the originating station, or at the first In-Motion weighbridge - Para***
- (d) *To check overloading if any, random surprise checks should be conducted by Vigilance and Commercial Departments –*

It implies that leased Parcel Vans, as well as Parcel Special Trains, can be weighed at the In-Motion Weighbridge. Once a Parcel Van is weighed at the In-Motion Weighbridge or a static weighbridge, the net parcel weight can be determined by subtracting the tare weight of the van from its recorded gross weight.

Parcel Vans, having a Permissible Carrying Capacity (PCC) of 24.0T/23.0T, may be weighed at the Electronic In-Motion Weighbridge (EIMWB) to avoid congestion at platforms and parcel yards.

However, during preventive check, of a parcel van having stencil tare weight of 39.5 T and attached to train no 12246, it was weighed on In-Motion weighbridge and static weighbridge, recording 38.4 T and 37.83 T respectively whereas, in CMM tare weight was recorded as 35.5 T. It established that stenciled tare weight of parcel van is enhanced and manipulated.

Similar irregularities were detected 118 times in 99 different Parcel Vans originating from Shalimar since 23.07.2024, wherein negative tare weight (Weight recorded at EIMWB is less than Stenciled tare weight of parcel van) were observed when compared to the stencil-marked tare weights.

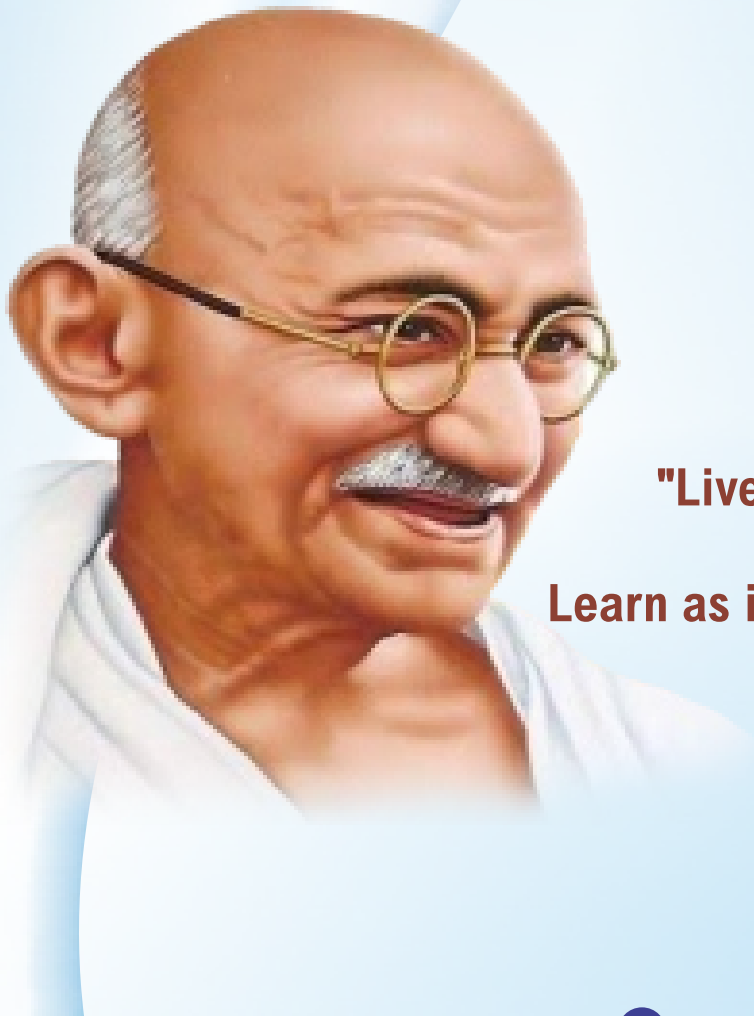
As per Item no: (g) of Para: 2.5 of IRCA Part-IV, it has been stipulated that, “*Tare weight is recorded at the time of initial building or subsequent periodical overhauls involving major modification*” which is also updated in the Coach Management Module (CMM) accordingly after each IOH /POH of the Coach.

SYSTEM IMPROVEMENTS SUGGESTED DURING 2025

To overcome the manipulation of tare weight of Parcel Vans, reliance may be placed on the tare weight recorded in the CMM, as it is not susceptible to tampering. This measure will not only enhance Railway revenue but also prevent leaseholders from carrying unauthorized (excess) weight equivalent to the manipulated tare weight.

In this regard the following **System Improvement is suggested** for consideration:

- (c) The CMM module should be integrated with the PMS (Parcel Management System) to enable automatic fetching of the recorded CMM tare weight in PMS by entering the Parcel Van number. This will facilitate determination of the net weight of the parcel by entering the gross weight of the Parcel Van, as recorded on the EIMWB, in the PMS.
- (d) Actual Tare weights of the Parcel Vans should be verified and updated in the CMM module during commissioning and after IOH/POH irrespective of any Major/Minor alterations. (Modification of Item (g) of Para:2.5 of IRCA part-IV)



**"Live as if you were to die
tomorrow.
Learn as if you were to live forever."**

- Mahatma Gandhi

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Vigilance Branch

Vigilance Office,
Garden Reach,
Kolkata - 700043

No: G.130/PC/2024/03/01515/V3/N/HQ/1414

Dated: 28.08.2025

The PCMD,
South Eastern Railway,
Garden Reach.

**Sub: System Improvement regarding compliance statement to be
furnished by the bidders.**

During vigilance investigation, it has been observed that specification by the tenderers are not mentioned specifically and only written as "Complied". Using only subjective phrases such as "complied", may sometime be misleading and inconclusive. The parameters of specification are to be finalized by referencing a wide range of benchmark quality products and vendors are required to provide compliance statements in quantitative terms for each relevant numerical parameter. This approach will enable objective evaluation of offers, eliminating ambiguity. It will also serve as a useful reference during the inspection and acceptance of materials. A sample format is provided in the attached Annexure for ready reference.

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

This is issued with the approval of competent authority.

Encl:-As above.

Sd/-
(Birendra Kumar Vivek)
Dy.Chief Vigilance Officer (S)

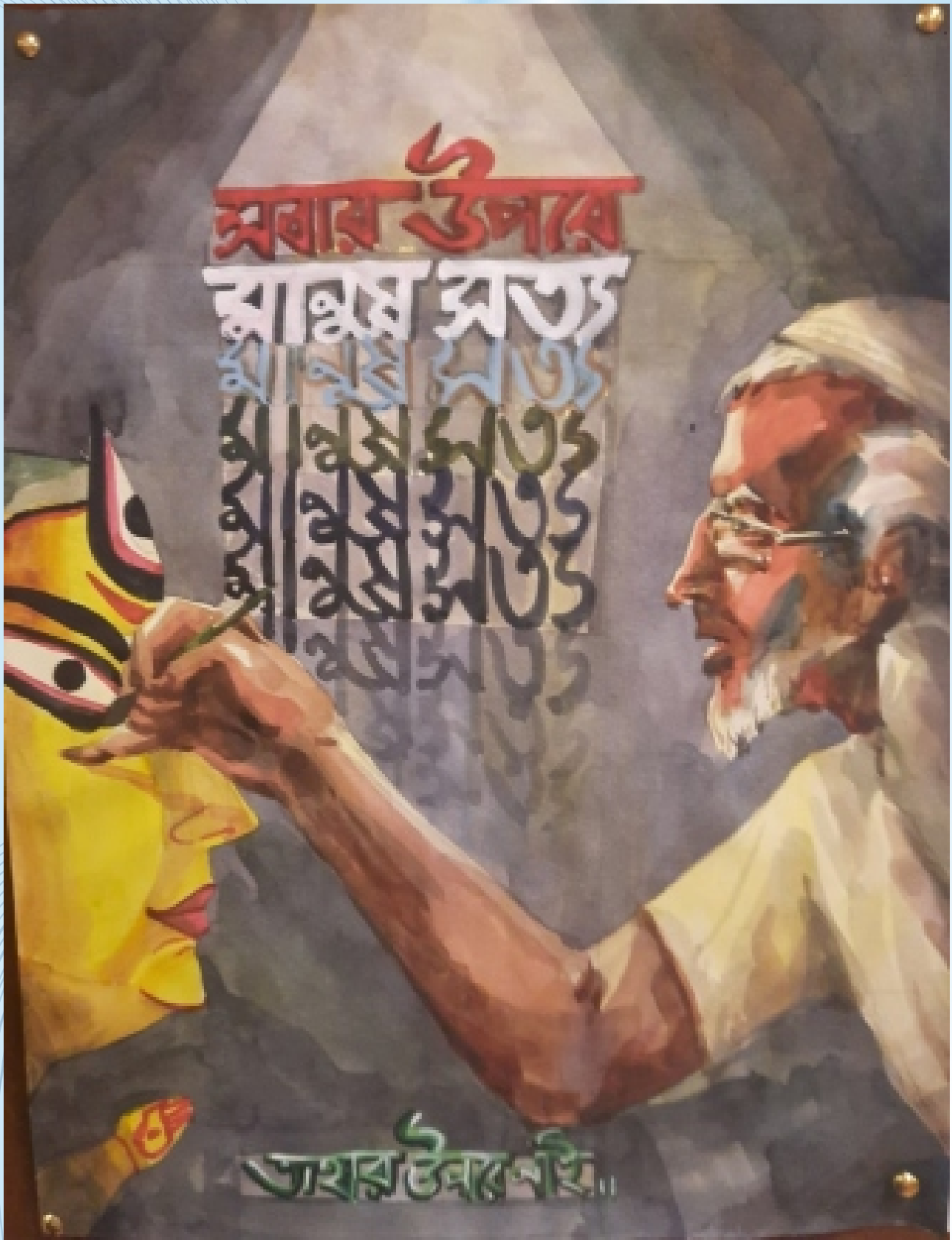
SI No	Name of the Parameters	Desired range of values as laid down in tender document specification	Specification offered by the tenderers
1	Fluid Pressure Required	4-6 Kg/cm ²	5.5 Kg/cm ²
2	Control Coil Resistance	1510 Ohm + 5%	1512 Ohm
3	Pick-up Voltage	< 70 V	54.4 V
4	Total Slide Length	20-25 cm	21.5 cm
5	Bounce Duration	< 5 ms	4 ms
6	Length	200 cm + 5%	207 cm
7	Width	50 cm + 5%	51 cm
8	Height	40 cm + 10%	39 cm
9	Current	10A + 10%	9.5A
10	Hardness	40-90 BHN	70 BHN

DISCLAIMER

The content & cases described in this booklet are only indicative and by no means exhaustive. They are not intended to be a substitute for rules, procedures and existing instructions/guidelines. The conclusions & lessons drawn from the cases don't supersede existing codal provisions, manuals or circulars. This booklet should not be produced in any Court of Law and wherever necessary reference should always be made to the original orders on the respective subject.

"Seven Deadly Sins
Wealth without work
Pleasure without humanity
Knowledge without character
politics without principle
Commerce without morality
Workship without sacrifice"

- Mahatma Gandhi



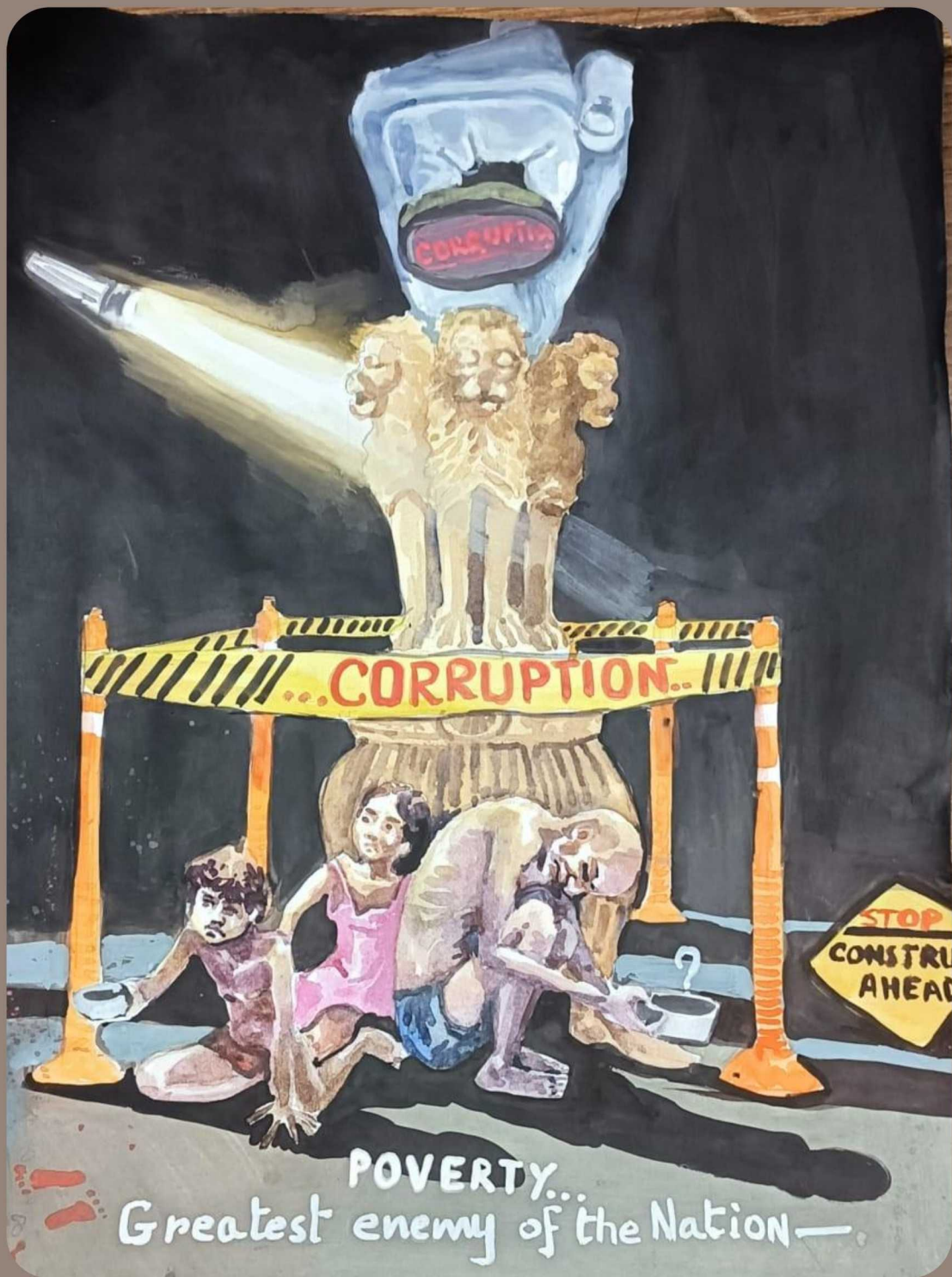
Posters drawn by students during Poster making competitions organised by Vigilance S.E.Railway



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