

प्रहरी

MRVC VIGILANCE NEWS LETTER

Manjunath Shanmugam's life stands for truth and honesty

He was born on February 23rd, 1978 in Karnatka. He finished his engineering from SJCE Mysore, and after that did his MBA from IIM Lucknow graduating in 2003. After finishing MBA he joined IOCL (Indian Oil Corporation Limited), and was a sales officer in Lakhimpur Khiri region of UP.

Lakhimpur Khiri is a known hotbed of petroleum adulteration. Manjunath was known as a honest officer. In 2005, he had sealed two petrol pumps for selling adulterated fuel for three months. When the pump started operating again a month later, Manjunath decided to conduct a surprise raid around November 19, 2005. He was beaten, and then shot dead by the petrol-pump owner Monu Mittal and his employees.

He was only 27 year old when he was murdered. His murder brought him into the public consciousness. But it's not his death, but his life and values that makes him great. He choose to stand against corruption, when he could have easily taken an easy route out.

Along with Satyendranath Dubey, he stands for all those unknown dubey and manjunaths that are fighting the battle in different parts of India. And this is not their personal battle, they are fighting for all of us. They are independent India's freedom fighters. They are our torch bearers, when most of us choose to take an easy path focusing only on our personal goals; ignoring, accepting and becoming the part of the growing corruption and lawlessness in the country.

There was lot of discussion everywhere after his death about 'the value of his death'; and whether it's going to solve the corruption problem. An article written in Indian Express by his friend has remained in my mind. Here goes the relevant excerpt:

My mind goes back to the Business World case study written on Manjunath, soon after his death. There were many comments posted in response to the case. Most people debated on whether or not it was worth it. I had posted my comments too. I'd said:

“When I first heard of Manju’s death I used to wonder if it was worth it. If Manju lived, he could have served his parents in their old age, gotten his sister married and so on—all the things every well-bred Indian takes pride in doing. So I wondered, couldn’t Manju have done the slight paap of going a bit easy on his values—with the long-term punya in view? Was this death worth it really?”

In response, a reader had written something that made me hang my head in shame.

“I don’t understand why for everything in life we ask ourselves— was it worth it? There are some beliefs, actions and motions that are above this “deal evaluation” exercise that we apply on everything. Like in love. It doesn’t matter if you can or cannot justify the effort and time spent in chasing a dream. What is important is that you believed in the dream and the need to take the journey. Let’s not trivialise what Manju did by even pontifying on whether it was worth it or not. Let’s not demean a believer! If you need to do anything, try dreaming the dream that he probably had.”

On reading this, I realised that I had never really understood my friend. This anonymous reader had. Honesty is like love. Inexplicable. Unjustifiable. Just do it. Like Manjunath.



WHO LIVE & DIE FOR HONESTY

CHECKLIST FOR THE ESTIMATES

- In some cases, it has been observed that the estimated value put to tender is at large variance with the actually accepted value of the contract. The reasons for this can be attributed to either wrong assessment of quantities of items or the sketchy estimates prepared in an unprofessional manner. Sometimes to arrive at the estimated value for a particular item, the rates of lower capacity items are extrapolated or a linear escalation is added to the last accepted rates for similar items. The estimates thus prepared are found to be far from realistic. This results in award of contracts at very high rates vis-à-vis the estimates.
- Preparation of estimates for contracts is an area, which needs special emphasis. A well-defined scope of work and a realistic market rate estimate can prove to be a vital input for successful execution of a contract with high standards of quality. The estimates should take into consideration all relevant factors based on the prevailing market price of various inputs such as labour, material, equipment, etc. at the concerned locations. The estimates inter-alia should include the basic price, fabrication charges, inspection fees, duties, packing, handling and transportation charges, sales tax on works (WCT), octroi or any other statutory levies and installation, erection, testing and commissioning charges, licence fees, contingencies, etc. as applicable at the time of conception of the project. For big projects like Hydro-electric projects and other turnkey contracts where financial assessment of the project is done well in advance, before the finalization of the contracts, the financial amount indicated in Techno-Economic clearance/Techno-Commercial feasibility reports should be duly analysed and updated before converting the same into a workable estimate. Any deficiency or inadequacy of data (in terms of rates or quantity) found in such reports should be highlighted beforehand in order to prepare a realistic estimates for the tenders. The following points should be kept in mind.
 1. Due regard be given to the standards of financial propriety in framing the estimate.
 2. Charges shown in the estimate are approximately accurate and are legitimately chargeable to railway funds.
 3. Justification furnished for the work agrees with that shown in the Final Works Programme approved by the Railway Board. If there are any variations they should be satisfactorily explained.
 4. Plan should accompany the estimate.
 5. That the necessity of taking the work in hand immediately has been properly gauged and that it cannot be postponed.
 6. Budget provision exists to meet the expenditure on the work and a certificate to the effect has been furnished.
 7. Particular of the work is furnished in sufficient detail and that a proper distribution of the outlay is made between cash and stores.
 8. (a) That all incidental expenditure has been foreseen and provided.
(b) Incidence and allocation are correctly given.
 9. That the details of costs are reasonable and are in consonance with other similar works and all other data available, such as, D.G.S.D contracts, previous tender rates. Present day market trends, etc.
 10. That there is no alternative scheme more economical than the proposed one. This should be for the technical experts (executives) to analyse and examine. The Accounts Department can, however, assist by pointing out how similar situations were dealt with more economically in the past, or on other Railways.
 11. That similar items of work have not been included again in the estimate.
 12. That there is no wasteful and infructuous element of expenditure involved in the estimate.
 13. That the element of improvement is correctly shown and the working sheet is attached thereto.
 14. That in making provision for land, the value of the same has been assessed in consultation with the Revenue Authorities.
 15. When existing assets are replaced or abandoned, the necessary write back adjustment of the original cost of the assets is provided in accordance with the extant rules of allocation.
 16. In case of renewal, replacement or dismantlement, credit for released material has been provided for.
 17. That the probable date of the completion of the work has been given.
 18. That the estimates are free from errors and omissions and if there are any the same have been rectified by the executive responsible for preparation of the estimate.
 19. That the provision made for contingencies and establishment does not exceed the prescribed percentages. Para 727 of Engineering Code.
 20. Competency of sanction should be checked with reference to schedule of powers of MRVC

CHECKLIST FOR THE MEASUREMENT BOOKS

1. Payments for all work done by contractors are made on basis of measurements recorded in the measurement book form no.E1313.
 - Register is to be maintained showing the following details
 1. Serial No. of each book.
 2. Name and Designation of the person to whom issued
 3. The date of issue.
 4. The date of its return to the office to watch its eventual return.
 5. Measurement Book must be preserved for period of 10 years.
2. Detailed measurements should be recorded only by the in charge of works to whom measurement books have been supplied.
 - All measurements should be neatly taken down on the measurement books only. The measurement books should commence with following entries:
 - **In the case of work done:**
 - a. Full name of the work as given in the estimate.
 - b. Situation of work
 - c. Name of contractor
 - d. Number and date of agreement entered with the contractor.
 - e. Date of commencement and completion of work
 - f. Date of measurement.
 - **In case of material supply**
 - a. Name of supplier
 - b. Number and date of agreement with supplier, Date of order for the supply
 - c. Purpose of supply.
 - d. Date of commencements and completion of supply.
 - e. Date of measurement
3. It should be ensured by the official making the measurement, that all payment of work or supplies are based on the quantities recorded in the measurement books, therefore quantities should be recorded clearly and accurately.
 - In case of running contract account reference to the last set of measurements should be recorded.
 - On completion of the entire contract fact should be recorded prominently first and final measurement should be done and suitable note to be recorded for that in measurement book.
- 4.a. All quantities should be clearly traceable into the documents of on which the payments are made and reference to vouchers in which quantities are entered for payments as well as the date of entry should be given by the endorsement upon the original entries in the measurement book.
- b. No bill should be signed without crossing of connected entries in measurement book.
- c. Bills on which payment is made should in variably bear a reference to the page of the books in which detailed measurements are recorded.

DO YOU KNOW ABOUT THE COMPLAINT HANDLING

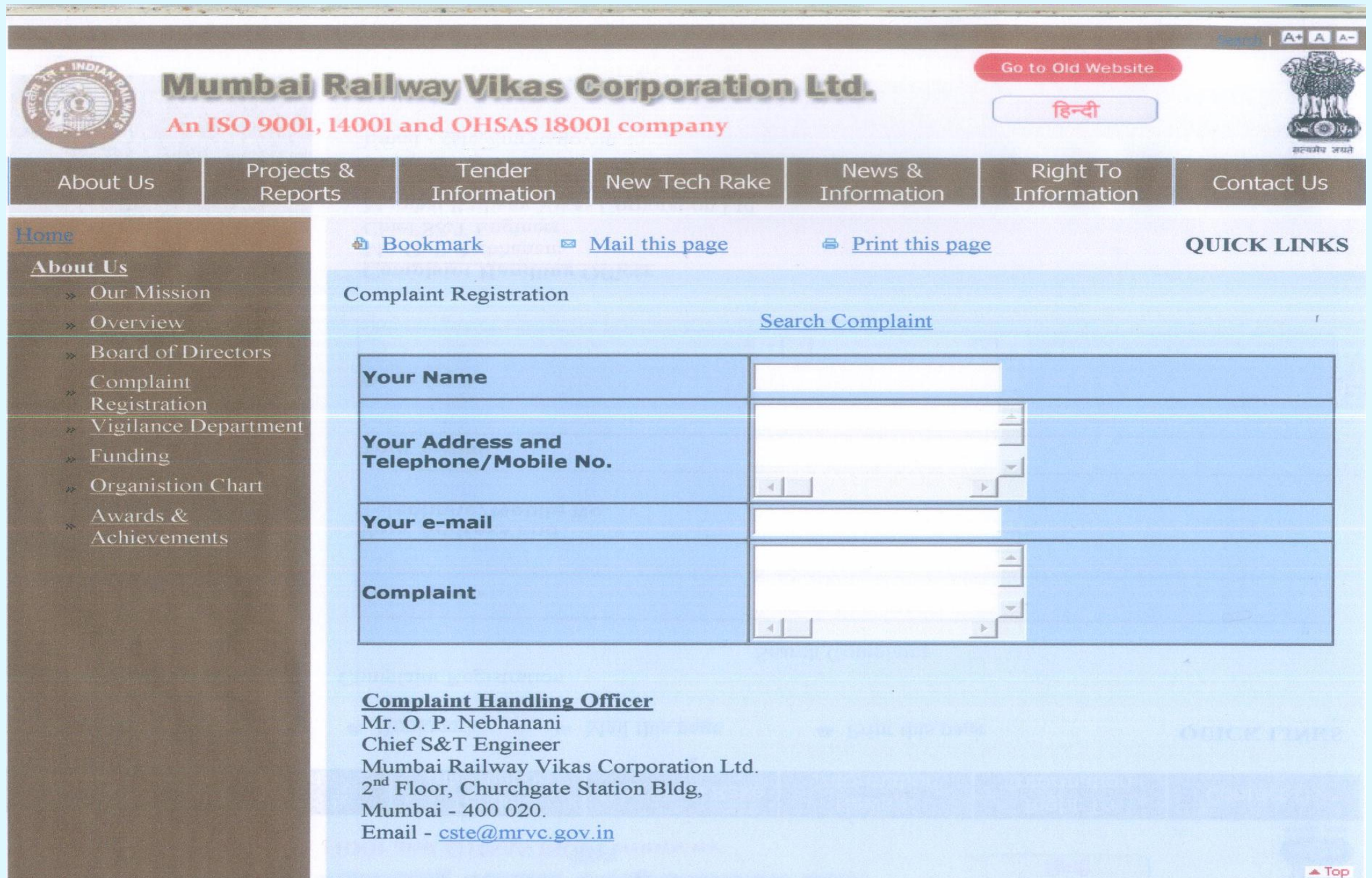
MRVC has started Online Registration of the complaints from 1st April 2011 on MRVC website www.indianrailway.mrvc.gov.in. It is paperless and one can operate complaint handling at comfort and convenience i.e. any time, any where

How to Operate: Home-> About Us-> Complaint Registration->Submit the complaint or direct link from left side of home page.

- Complainant will receive the Complaint Registration Number generated by the system.
- Know the status or action taken by Administration by providing the Complaint Registration Number.

OR

E-mail the Complaint to Complaint Handling Officer/MRVC , E-mail ID: cste@mrvc.gov.in.



The screenshot shows the homepage of the Mumbai Railway Vikas Corporation Ltd. website. The header includes the company logo, name, and ISO certifications. A navigation bar contains links like 'About Us', 'Projects & Reports', 'Tender Information', 'New Tech Rake', 'News & Information', 'Right To Information', and 'Contact Us'. A sidebar on the left lists 'About Us' sub-links, including 'Complaint Registration'. The main content area features a 'Complaint Registration' section with a 'Search Complaint' link and a form with fields for 'Your Name', 'Your Address and Telephone/Mobile No.', 'Your e-mail', and 'Complaint'. Below the form, contact details for the Complaint Handling Officer, Mr. O. P. Nebhanani, are provided.

Mumbai Railway Vikas Corporation Ltd.
An ISO 9001, 14001 and OHSAS 18001 company

Complaint Registration

[Search Complaint](#)

Your Name	<input type="text"/>
Your Address and Telephone/Mobile No.	<input type="text"/>
Your e-mail	<input type="text"/>
Complaint	<input type="text"/>

Complaint Handling Officer
Mr. O. P. Nebhanani
Chief S&T Engineer
Mumbai Railway Vikas Corporation Ltd.
2nd Floor, Churchgate Station Bldg,
Mumbai - 400 020.
Email - cste@mrvc.gov.in



कितने हाथ बढ़ेंगे
आखिर इस रिश्त के
खेल में,
जिस दिन जनता जाग
उठेगी
जाएँगे सारे जेलमें ।