

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2019/V1/IRVM/1/2

New Delhi, Date: .2022

The SDGMs/CVOs
All Zonal Railways/PUs

The CVOs
All PSUs

CORE/ALD,
Metro/Kolkata,
DG RDSO/LKO

CAO/COFMOW
DMW/Patiala

**Sub: Amendment No. 06- Modification of Para 512.5 and insertion of new
Para 816.7.**

Ministry of Railways (Railway Board) have decided to amend Indian Railway Vigilance Manual (2018 edition) by way of modification/addition/deletion. The changes made are enclosed for information.

DA: As above



6/4/22

(Srinivas Malladi)
Director Vigilance Engg (E)
Railway Board

Copy endorsed for information –

Advisor/MR, OSD/MR, OSD/Co-ord/MR and Additional PS/MR

Secretary/RB & Railway Board Members.

General Managers, All Indian Railways

Amendment No. 06
Indian Railways Vigilance Manual-2018

1) Para 512.5 is amended as below

Existing:

512.5 It would be quite unfair to use the benefit of hind-sight to question the technical merits of a managerial decision from the vigilance point of view. At the same time, it would be unfair to ignore motivated or reckless decisions, which have caused damage to the interests of the organization. Therefore, a distinction has to be made between a business loss which has arisen as a consequence of a bona-fide commercial/ operational decision, and an extraordinary loss which has occurred due to any malafide, motivated or reckless performance of duties. While the former has to be accepted as a normal part of business and ignored from the vigilance point of view, the latter has to be viewed adversely and dealt with under the extant disciplinary procedures.

Now amended as:

512.5 It would be quite unfair to use the benefit of hind-sight to question the technical merits of a managerial decision from the vigilance point of view. At the same time, it would be unfair to ignore motivated or reckless decisions, which have caused damage to the interests of the organization. Therefore, a distinction has to be made between a business loss which has arisen as a consequence of a bona-fide commercial/ operational decision, and an extraordinary loss which has occurred due to any malafide, motivated, reckless performance of duties **or any act involving elements of mens rea (guilty intent)**. While the former has to be accepted as a normal part of business and ignored from the vigilance point of view, the latter has to be viewed adversely and dealt with under the extant disciplinary procedures.

2) New Para 816.7 has been inserted as below:

Registered complaints or cases, where a decision has been taken to conduct detailed investigation against officers of Railway PSUs i.e. Board level appointees and above (including CMD), shall be brought to the notice of CRB & CEO. The progress made in such cases shall be reported by PED/Vig to the CRB & CEO for his information.


6/4/22