WORK STUDY REPORT

ON

REVIEW OF STAFF

WORKING IN RAILWAY DIESEL INSTALLATIONs (RDIs)

UNDER CONTROLL OF MECHANICAL (O&F) DEPARTMENT

OVER FIROZPUR DIVISION

2023-24

WORK STUDY TEAM

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DATE OF START : 10.05.2023
DATE OF COMPLETION : 23.05.2023

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NO.16-CP/03/WS/2023-24

CENTRAL PLANNING CELL,
NORTHERN RAILWAY,
BARODA HOUSE,
NEW DELHI.

EXECUTIVE SUMMARY

This study was allotted to Central Planning Cell, HQ Office to identify redundant/ unproductive activities and to suggest improved methods of working due technical innovation in activities of RDIs over Firozpur Division under the control of Mechanical (O&F) Department.

STAFF POSITION

The sanctioned and on roll strength of RDI staff controlled by Mechanical (O&F) Department over Firozpur division is detailed below:-

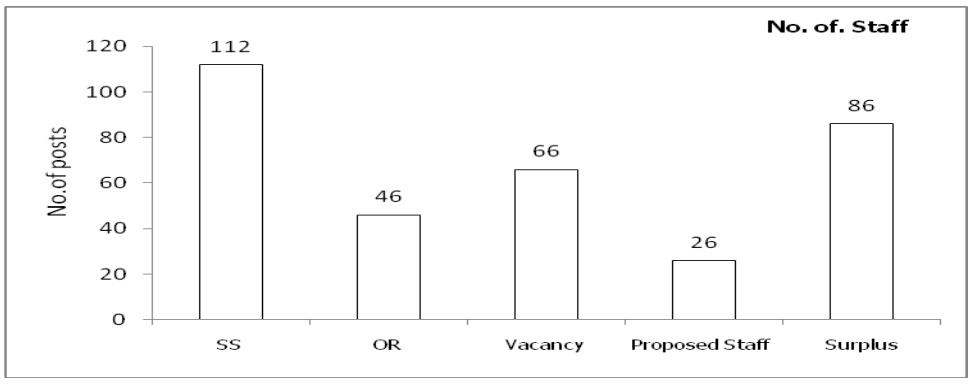
S. No.	Controlled by	Category	S/S	O/R	Var.
1	Sr. DME/O&F	CLI	07	07	-
2		COS/OS(Fuel)	06	03	03
3		Sr. Clerk	20	01	19
4		Technicians	19	08	11
5		Khallasi (Fuel)	40	10	30
6		**Sub total**	**92**	**29**	**63**
7	Sr. DME/ Diesel Shed, LDH	CLI	01	01	-
8		COS/OS Fuel	01	01	-
9		Technicians	08	08	-
10		Khallasi	04	01	03
11		**Sub total**	**14**	**11**	**03**
12	ADME/ Diesel Shed, BDGM	CLI	01	01	-
13		COS Fuel	01	-	01
14		Sr.Clerk(Fuel)	01	04	+03
15		Technician	01	-	01
16		Khallasi	02	01	01
17		**Sub total**	**06**	**06**	**-**
		G. Total	**112**	**46**	**66**

No. of posts identified as surplus: -

Group 'C' = 48 posts
Group 'D' = 38 posts
Total = 86 posts

FINANCIAL IMPLICATIONS

Anticipated recurring saving = ₹ 403.70 lakh per annum
Capital saving = Nil
Total saving = ₹ 403.70 lakh per annum



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SYNOPSIS

Indian Railways is a unique example of unity in diversity in which many departments are working towards achieving single goal of running freight and passenger trains at the optimum level of safety, security, reliability and punctuality. To cope with the increasing volume of traffic, it has become imperative to adopt improved working techniques to enhance the efficiency and economy. With the introduction of advanced technology, the working pattern has also been changed and some activities have become redundant. The elimination of such redundant activities has improved the system to the desired level.

Being one of the top five national railway systems of the world, Indian railway has a large fleet of about 5550 BG Diesel Locomotives. Daily averages of 13,555 trains are being operated, out of which 37% of these are being hauled by diesel locomotives and the remaining 63% are hauled by electric engines. The Railway Diesel Installations were set up to providing the HSD to Diesel engines, Shunting engines, Power cars, DEMUs, Tower Wagon, DG set etc. These RDIs are controlled by Mechanical (O&F) Department.

CRIS, railways technology arm, has developed the online fuel management system, a first of its kind for the national transporter, to check pilferage and bring transparency in fuel consumption. After implementation of TFM in RCD/RDI at LDH Lobby, JUC & SRE, the fuel-related information including consumption and expenditure is available on real-time basis. At present except LDH Lobby & JUC, 07 RDIs of FZR Division are being monitored the receipt/issue of HSD manually.

During the course of work study, the team observed that the RCD/RDI at RCD/RDI at LDH Lobby, JUC & SRE are being fed by BPCL. The BPCL is managing the entire operations such as storing and disbursing of HSD, maintenance of pumps, pipeline and distribution valves, security and safety of stored HSD stock bringing more expertise and professionalism in the Total Fuel Management (TFM).

Keeping in view of above, SDGM/NR directed Central Planning Cell HQ to conduct a review of staff working in RCDs/RDIs controlled by Mechanical(O&F) Department over Firozpur division with a view to optimize the manpower due to advancements/modernization in the working of RCDs. The work study team suggested certain improved methods in working to increase the productivity. The team also kept in view the local working conditions and held discussions at various levels before assessing the requirement of manpower.

Finally, the team is of the opinion that if the recommendations made in the report are accepted and implemented in toto, a net recurring saving to the tune of ₹ 403.70 lakh per annum is likely to be achieved after surrendering of 86 posts identified as surplus.

SUMMARY OF RECOMMENDATIONS

<table>
<tr><th>Rec. No</th><th>Recommendations</th><th>Refer para no.</th><th>Accepting/ Implementing authority</th></tr>
<tr><td>1</td><td>It is proposed that 68 posts (Gr. 'C' =36 posts & Gr. 'D'=32 posts) from 05 RDIs of FZR Division will become surplus after the implementation of TFM and may be surrendered. The details are as under:-
<table>
<tr><th>S. No.</th><th>Category</th><th>Gr. Rs.</th><th>Identified surplus</th></tr>
<tr><td>1</td><td>Fuel Issuer(OS)</td><td>4200</td><td>03</td></tr>
<tr><td>2</td><td>Sr. Tech./MCM</td><td>4200</td><td>02</td></tr>
<tr><td>3</td><td>Fuel Issuer (Sr. Clerk)</td><td>2800</td><td>18</td></tr>
<tr><td>4</td><td>Tech.-I</td><td>2800</td><td>03</td></tr>
<tr><td>5</td><td>Tech.-II</td><td>2400</td><td>07</td></tr>
<tr><td>6</td><td>Tech.-III</td><td>1900</td><td>03</td></tr>
<tr><td>7</td><td>Khallasi Fuel</td><td>1800</td><td>32</td></tr>
<tr><td colspan="3">Total</td><td>68</td></tr>
</table></td><td>2.5.9</td><td>ADRM/Infra/FZR
Sr. DME/O&F/FZR
Sr. DPO/FZR</td></tr>
<tr><td>2</td><td>It is proposed that 13 posts (Gr. 'C' =09 posts & Gr. 'D'=04 posts) from RDI, Diesel Shed, LDH will become surplus after the implementation of TFM and may be surrendered. The details are as under:-
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<tr><td>1</td><td>Fuel issuer (OS)</td><td>4200</td><td>01</td></tr>
<tr><td>2</td><td>MCM/Sr. Tech.</td><td>4200</td><td>01</td></tr>
<tr><td>3</td><td>Tech.-I</td><td>2800</td><td>02</td></tr>
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<tr><td>6</td><td>Khallasi</td><td>1800</td><td>04</td></tr>
<tr><td colspan="3">Total</td><td>13</td></tr>
</table></td><td>2.5.9</td><td>ADRM/ADMN/FZR
Sr. DME/DSL Shed, LDH
Sr. DPO/C/FZR</td></tr>
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<tr>
<td>3.</td>
<td>It is proposed that 05 posts (Gr. 'C' =03 posts & Gr. 'D'=02 posts) from RDI, Diesel Shed, BDGM will become surplus after the implementation of TFM and may be surrendered. The details are as under:-
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<tr><td>3</td><td>Khallasi</td><td>1800</td><td>02</td></tr>
<tr><td colspan="3">Total</td><td>05</td></tr>
</table>
</td>
<td>2.5.9</td>
<td>ADRM/ADMN/FZR
ADME/DSL Shed, BDGM
Sr. DPO/C/FZR</td>
</tr>
</table>

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ACKNOWLEDGEMENT

The work study team is highly grateful to Shri Balbir Singh, ADRM/Infra/FZR, Shri Rahul Chaudhary, Sr.DME/O&F/FZR, Sh. Rakesh Saini, Sr. DME/Diesel Shed, LDH and Shri Rajeev Bajaj, Sr.DPO/FZR and other functionaries for giving valuable guidance and extending their full co-operation for providing requisite data/information during the conduct of study.

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1.1.0 INTRODUCTION

1.1.0 FZR division is an important division of Northern Railway spread over Punjab, Himachal & J&K and deals with freight and coaching traffic.

1.2.0 The movement of coaching and goods traffic is controlled by the operating department and employees of different departments contribute directly/indirectly in the train operation. The running room's staff is involved indirectly in train operations by extending rest facilities to the loco pilots, guards and other running staff.

1.3.0 Over FZR Division, there are 08 RDIs and one RDI at Diesel Shed, LDH to fulfill the requirement of HSD oil in the Diesel engines, Shunting engines, Power cars, DEMUs, Tower Wagon, DG set etc. These RDIs are controlled by Mechanical (O&F) Department. HSD oil is supplied by road tankers in all the RDIs over Firozpur division.

1.4.0 BPCL/IOCL are managing the entire operations such as storing and disbursing of HSD, maintenance of pumps, pipeline and distribution valves, security and safety of stored HSD stock bringing more expertise and professionalism in the Total Fuel Management (TFM) at LDH and JUC.

1.5.0 When the diesel engine arrives at the platform, the operator uses a mobile handheld device (HHD) to input like the locomotive number, pilot id, inward diesel quantity in the loco tank and selection of fuel flow meter. The handheld device (HHD) sends the information to a cloud based system to the batch controller unit which triggers the digital control valve. The loco driver can monitor the fuel status in real time. Once the preset fuelling quantity is achieved, the batch controller automatically shuts down the valve to stop fuelling. Once the filling is done a receipt is sent back to office and the operator. This issued receipt is signed by operator, loco pilot and Crews controller and verified by CLI concerned.

1.6.0 Keeping in view of above, SDGM/NR directed to conduct the "Review of staff working in RDIs under control of Mechanical (O&F) Department of FZR Division" to eliminate wasteful expenditure and to optimize utilization of assets and manpower. It was also emphasized that unproductive/obsolete activities are eliminated to increase productivity.

1.7.0 TERMS OF REFERENCE

The work study has been conducted under the following terms of reference: -

i. To review staff strength vis-à-vis workload.
ii. To suggest ways and means to identify redundant/unproductive activities to eliminate wasteful expenditure.
iii. To suggest ways and means to improve the system economically in view of modernization and systems development.

1.8.0 METHODOLOGY ADOPTED:

The following method study and work measurement techniques were adopted to conduct the study: -

i. Data collection and its critical analysis.
ii. Work sampling, analytical estimation, spot observations, physical checks and yardstick in vogue, if any, to assess the performance of staff.
iii. Held discussions at various levels.

2.0.0 BRIEF DESCRIPTION, STAFF POSITION, WORKLOAD, CRITICAL ANALYSIS, REQUIREMENT OF STAFF, RECOMMENDATIONS & OBSERVATIONS.

2.1.0 The Railway staff manage the entire operations of the RCDs/RDIs such as storing and disbursing of HSD oil to Diesel engines, Shunting engines, Power cars, DEMUs, Tower Wagon, DG set etc.

2.2.0 This study is confined to review the staff working in RDIs over FZR Division and Diesel Shed BDGM & LDH under the control of Mechanical Department.

2.3.0 STAFF POSITION:

During the course of study, the team collected the category and grade wise staff position of all staff working in RDIs over FZR Division and LDH Shed under the control of Mechanical (O&F) Department and is placed as annexure no. I in the report.

Cat.	**ASR**		**JAT**		**LDH**		**JUC**		**SVDK**		**PTK**		**BJPL**	
	S/S	O/R	S/S	O/R	S/S	O/R	S/S	O/R	S/S	O/R	S/S	O/R	S/S	O/R
CLI	01	01	01	01	01	01	01	01	01	01	01	01	01	01
COS	-	01	-	-	-	-	-	-	-	-	01	01	-	-
OS	01	-	01	01	01	-	01	-	01	-	-	-	-	-
Sr. Clerk	03	-	-	-	08	-	02	-	03	01	03	-	01	-
Sr. Tech./ MCM	-	01	01	-	01	-	-	-	01	-	-	-	-	-
Tech.-I	-	-	02	01	02	-	01	-	-	-	-	-		
Tech.-II	04	01	-	01	-	-	02	-	02	-	-	-	-	-
Tech.-III	-	02	01	02	01	-	-	-	-	-	-	-	01	-
Khallasi	04	02	08	04	08	-	05	-	10	03	04	-	01	01
Total	13	08	14	10	22	01	12	01	18	05	09	02	04	02

Cat.	**Dsl Shed, LDH**		**Dsl Shed, BDGM**		**G. Total**		
	S/S	O/R	S/S	O/R	S/S	O/R	Vacancy
CLI	01	01	01	01	09	09	-
COS	-	01	-	-	01	03	+2
OS	01	-	01	-	07	01	06
Sr. Clerk	-	-	02	04	22	05	17
Sr. Tech./ MCM	01	01	-	-	04	02	02
Tech.-I	02	02	-	-	06	03	03
Tech.-II	03	03	-	-	11	05	06
Tech.-III	02	02	01	-	06	06	-
Khallasi	04	01	02	01	46	12	34
Total	14	11	07	06	112	46	66

The above table reveals that on roll staff strength is 46 against the sanctioned strength of 112 and 66 posts are lying vacant.

2.4.0 Work load of all 06 RDIs of FZR division:

2.4.1 Workload of RDI LDH SHED

Year	Total Receipt (in KL)	Total issue (in KL)	Issue per day (in KL)
2020-2021	2179.48	2259	6.18
2021-2022	3490.87	34.78	9.52
2022-2023	4508.90	4476	12.26

2.4.2 Workload of RDI LDH Lobby

Year	Total Receipt (in KL)	Total issue (in KL)	Issue per day (in KL)
2020-2021	TFM implemented	5787	15.85
2021-2022		13517	37.03
2022-2023		17272	47.32

2.4.3 Workload of RDI JUC

Year	Total Receipt (in KL)	Total issue (in KL)	Issue per day (in KL)
2020-2021	TFM implemented	3082	8.44
2021-2022		5188	14.21
2022-2023		7523	20.61

2.4.4 Workload of RDI ASR

Year	Total Receipt (in KL)	Total issue (in KL)	Issue per day (in KL)
2020-2021	1657.00	1684	4.61
2021-2022	4076.00	4005	10.97
2022-2023	4903.00	4898	13.41

2.4.5 Workload of RDI PTK

Year	Total Receipt (in KL)	Total issue (in KL)	Issue per day (in KL)
2020-2021	448.00	451	1.23
2021-2022	2086.00	2106	5.76
2022-2023	2296.00	2192	6.00

2.4.6 Workload of RDI BJPL

Year	Total Receipt (in KL)	Total issue (in KL)	Issue per day (in KL)
2020-2021	Nil	01	0.002
2021-2022	Nil	03	0.008
2022-2023	251.95	245	0.67

2.4.7 Workload of RDI JAT

Year	Total Receipt (in KL)	Total issue (in KL)	Issue per day (in KL)
2020-2021	1261.27	1353	3.70
2021-2022	5054.64	4948	13.55
2022-2023	5871.82	5866	16.07

2.4.8 Workload of RDI BDGM

Year	Total Receipt (in KL)	Total issue (in KL)	Issue per day (in KL)
2020-2021	378.78	150	0.41
2021-2022	1876.92	1966	5.38
2022-2023	3097.22	2788	7.63

2.4.9 Workload of RDI SVDK

Year	Total Receipt (in KL)	Total issue (in KL)	Issue per day (in KL)
2020-2021	299.92	315	0.86
2021-2022	1001.90	979	2.68
2022-2023	1313.93	1318	3.61

2.5.0 CRITICAL ANAYSIS

2.5.1 Indian oil and Gas Company Bharat Petroleum Corporation Limited, a Fortune 500 company, has partnered with the Indian Railways to help it manage its loco-fueling operations through completely automated system, called Total Fuel Management, a first-of-its-kind over Northern Railway. The system manages the entire operations of the Railway Consumer Depots (RCD)/RDI. The RCD stores and disburses High Speed Diesel Oil for fueling Diesel Locomotives in Indian Railways. The system manages the entire chain including product received in bulk tanks, storage, safe keeping and loco fuelling. It logs the product inventory of stocks till it is delivered to the locomotives providing both quality and quantity aspects.

2.5.2 Before implementation of TFM, the Railway Consumer Depots (RCDs)/RDI monitor the use of fuel and expenditure of diesel manually this leaves scope for wastage as well as excess expenditure. The TFM is a fully automated online fuel management system developed by CRIS to check pilferage/ wastage and bring transparency in fuel management.

2.5.3 With the commissioning of this, the real-time information about inventory of fuel, its receipt, issue, inspection and fuel tank calibration will facilitate better management decision and inventory control and will also save expenditure, fuel-related information including consumption and expenditure will be also known on a real-time basis.

Henceforth, BPCL has managed the entire operations of the RCDs/RDIs such as storing and disbursing of HSD, maintenance of pumps, pipeline and distribution valves, security and safety of stored HSD stock in RCD/ LDH and JUC bringing more expertise and professionalism in fuel management.

2.5.4 At present 07 RDIs including LDH Shed & BDGM Shed of FZR division are working manually and fulfill the requirement of HSD oil in the Diesel engines, Shunting engines, Power cars, DEMUs, Tower Wagon, DG set etc. The HSD oil in all RDIs is fed by Road transport. During the course of work study the team observed that a considerable number of staff has been deployed to carry out the above activities in the RDIs. If the TFM is implemented in the rest 07 RDIs of FZR division on the pattern of RCD/SRE, LDH Lobby and JUC, it will not only save the manpower but also check pilferage/wastage and bring transparency in fuel management. This will certainly achieve the man power productivity and economy.

2.5.6 During the course of study the work study team visited RCD/LDH Lobby and JUC and discussed the features of Total Fuel management (TFM) with CLI concerned and observed it's working. Crew controller informs BPCL staff regarding the arrival of diesel loco, after the arrival of diesel engine at the platform/yard. The BPCL staff uses a handheld device (HHD) to input data like the locomotive number, pilot ID, inward diesel quantity in the loco tank and selection of fuel flow meter. The handheld device (HHD) sends the information to a cloud based system to the batch controller unit which triggers the digital

control valve and after that fueling in the loco starts. The loco driver can also monitor the fuel status in real time. Once the preset fuelling quantity is achieved, the batch controller automatically shuts down the valve to stop fuelling. Once the fueling is done a receipt is generated and sent back to office and the BPCL staff. This receipt is signed by BPCL staff, loco pilot and Crews controller and thereafter verified by CLI. The BPCL has provided a link in the mobile of CLI by which he can observe the real time activities. CLI sends the Consignee Receipt Note (CRN) to headquarter/division and Issue Note of loco to the concerned Shed. BPCL manages the entire operations of the RCD such as storage and distribution of HSD oil, maintenance of pumps, pipeline and distribution valves, security and safety of HSD stock in RCD/LDH and JUC.

2.5.7 YARDSTICK

The work study team applied the available yardstick for calculating the requirement of manpower for operation of HSD oil installations (RDI) as under:

Category of RDI staff	Mega RDI (above 50 KLs issue per day)	Major RDI (between 30 to 50 KLs issue per day)	Medium RDI (between 15 to 30 KLs issue per day)	Minor RDI (up to 15 KLs issue per day)
Fuel Inspector	01	01	01	01
OS Fuel	01	01	01	01
Sr. Clerk	06+02 RG=08	06+02 RG=08	03+01 RG	03+ 01RG
Technicians	06+02 RG=08	03+01 RG=04	03+01 RG	02
Khallasi	12+04 RG=16	09+03 RG=12	06+02 RG	02
Total	34	26	18	10

2.5.8 REQUIREMENT OF STAFF AND RECOMMENDATIONS

At present 07 RDIs including LDH & BDGM Shed of FZR division are working manually and fulfill the requirement of HSD oil in the Diesel engines, Shunting engines, Power cars, DEMUs, Tower Wagon, DG set etc. During the course of work study the team observed that a considerable number of staff is being utilized to carry out the above activities in the RDIs. During course of work study it was observed that LDH Lobby and JUC are functioning successfully under Total Fuel Management (TFM) system. The system manages the entire chain including product received in bulk tanks, storage, safe keeping and loco fuelling. During discussions it was observed that the TFM is not feasible at JAT as RDI/JAT is being fed by rail transport.

The TFM manages the entire operations of the Railway Consumer Depots (RCD)/RDI which are fed by the road transport. The work study team is of the opinion that the TFM may be implemented in the rest 06 RDIs of FZR division on the pattern of RCD/ LDH Lobby and JUC. This up gradation in the system of supply of HSD oil not only will save the manpower but also check

pilferage/wastage and bring transparency in fuel management. This will certainly achieve the man power productivity and economy. The TFM is a fully automated online fuel management system which requires no departmental manpower except one supervisor to supervise all transaction and decanting of HSD oil.

2.5.9 Keeping above facts in view, the team has provided the manpower in RDI/JAT as per yard stick and recommends the implementation of TFM in rest 06 RDIs of FZR Division which are being fed by road transport.

Railway Diesel Installation (RDI), JAT:

(i) RDI/JAT falls in medium category of RDI as per day issue is 16.07 KLs during the Financial Year 2022-2023. This RDI is being fed by rail transport through BTPN. The TFM is not feasible in this RDI at present so man power has been proposed as per yard stick in vogue which is depicted as below:

JAT (Medium RDI) Medium RDI (between 15 to 30 KLs issue per day)

S. No.	Category	No. of staff as per yard stick
1	CLI	01
2	COS/OS	01
3	Sr. Clerk/Clerk(Fuel issuer)	03+01 RG
4	Technician	03+01 RG
5	Fuel Khallasi	06+02 RG
Total		18

(ii) The rest 05 RDIs of FZR division and 02 RDIs in LDH and BDGM Sheds are being fed by road transport. The RDIs at LDH Lobby and JUC are working under TFM. The team opines that TFM may be implemented in the 05 RDIs of FZR division and 02 RDIs in LDH and BDGM Sheds on the pattern of RCD/SRE, LDH and JUC. This up gradation in the system of supply of HSD oil not only will save the manpower but also check pilferage/wastage and bring transparency in fuel management.

Proposed CLI/Supervisor 06 of FZR division and 02 RDIs at LDH and BDGM Sheds staff:

Category	ASR	LDH	JUC	SVDK	PTK	BJPL	LDH Shed	BDGM Shed	G. Total
CLI	01	01	01	01	01	01	01	01	08
Total	01	01	01	01	01	01	01	01	08

SUMMARY OF EXISING, PROPOSED AND IDENTIFIED SURPLUS Gr. 'C' & 'D' STAFF OF 07 RDIs OF FZR DIVISION

S. No.	Category	Gr. Rs.	S/S	Proposed strength	Identified surplus	Remarks
1	CLI	4600	07	07	-	Team has proposed TFM at 04 RDIs of the Division and 02 RDIs in Sheds. The team has provided 18 man power in RDI/JAT as per yardstick
2	COS	4600	01	01	-	
3	Fuel Issuer(OS)	4200	05	02	03	
4	Sr. Tech./MCM	4200	03	01	02	
5	Fuel Issuer (Sr. Clerk)	2800	20	02	18	
6	Tech.-I	2800	04	01	03	
4	Tech.-II	2400	08	01	07	
5	Tech.-III	1900	04	01	03	
6	Khallasi Fuel	1800	40	08	32	
Total			92	24	68	

RECOMMENDATION NO.1

It is proposed that 68 posts (Gr. 'C' = 36 posts & Gr. 'D'=32 posts) from 06 RDIs of FZR Division will become surplus after implementation of TFM and may be surrendered. The details are as under:-

S. No.	Category	Gr. Rs.	No. of posts Identified surplus
1	Fuel Issuer(OS)	9300-34800-4200	03
2	Fuel Issuer(Sr. Clerk)	5200-20200-2800	18
4	Sr. Tech./MCM	9300-34800-4200	02
5	Tech.-I	5200-20200-2800	03
6	Tech.-II	5200-20200-2400	07
7	Tech.-III	5200-20200-2800	03
8	Khallasi Fuel	5200-20200-1800	32
Total			68

RECOMMENDATION NO.2

It is proposed that 13 posts (Gr. 'C' =09 posts & Gr. 'D'=04 posts) from RDI, Diesel Shed, LDH will become surplus after the implementation of TFM and may be surrendered. The details are as under:-

S. No.	Category	Gr. Rs.	No. of posts Identified surplus
1	Fuel issuer(OS)	9300-34800-4200	01
2	MCM/Sr. Tech.	9300-34800-4200	01
3	Tech.-I	5200-20200-2800	02
4	Tech.-II	5200-20200-2400	03
6	Tech.-III	5200-20200-1900	02
7	Khallasi	5200-20200-1800	04
Total			13

RECOMMENDATION NO.3

It is proposed that 05 posts (Gr. 'C' =03 posts & Gr. 'D'=02 posts) from RDI/ Diesel Shed, BDGM will become surplus after the implementation of TFM and may be surrendered. The details are as under:-

S. No.	Category	Gr. Rs.	No. of posts Identified surplus
1	Fuel issuer (OS)	9300-34800-4200	01
2	Sr. Clerk (Fuel issuer)	5200-20200-2800	02
3	Khallasi	5200-20200-1800	02
		Total	05

3.00 FINANCIAL IMPLICATIONS:

3.1.0 The annual expenditure as per 7th CPC on Mech.(O&F) staff working in 07 RDIs of FZR division and 02 RDIs of LDH and BDGM Sheds is as under:-

S. No.	Category	Grade Rs.	Monthly value per post in Rs.	S/S	Annual expenditure in Rs.
1	CLI/COS	9300-34800-4600	73485.00	10	8818200.00
2	OS/Sr.Tech./MCM	9300-34800-4200	57936.00	11	7647552.00
3	Sr. Clerk/Tech.-I	5200-20200-2800	47783.00	29	16628484.00
4	Tech.-II	5200-20200-2400	41748.00	10	5009760.00
5	Tech.-III	5200-20200-1900	32589.00	06	2346408.00
6	Khallasi Fuel	5200-20200-1800	29465.00	46	16264680.00
			Total	112	56715084.00

The above table reveals that the annual expenditure being incurred on 112 sanctioned strength of Mechanical (O&F) staff working in 07 RDIs of FZR Division and LDH and BDGM Sheds is Rs. 56715084.00

3.2.0 Proposed strength: The annual expenditure on the proposed strength of supervisor staff (CLI) for 08 RDIs and 18 staff for RDI/JAT is as under:-

S. No.	Category	Grade in ₹	Monthly value per post in ₹	Proposed strength	Annual expenditure
1	CLI	9300-34800-4600	73485.00	09	7936380.00
2	COS	9300-34800-4600	73485.00	01	881820.00
3	Fuel Issuer(OS)	9300-34800-4200	57936.00	02	1390464.00
4	Fuel Issuer (Sr. Clerk)	5200-20200-2800	47783.00	02	1146792.00
5	Sr.Tech./MCM	9300-34800-4200	57936.00	01	695232.00
6	Tech.-I	5200-20200-2800	47783.00	01	573396.00
7	Tech.-II	5200-20200-2400	41748.00	01	500976.00
8	Tech.-III	5200-20200-1900	32589.00	01	391068.00
9	Khallasi Fuel	5200-20200-1800	29465.00	08	2828640.00
			Total	26	16344768.00

The above table reveals that total annual expenditure on 08 proposed CLI staff for 08 of FZR division including 02 Sheds & 18 RDIs staff for JAT will be reduced to ₹ 16344768.00 instead of ₹ 56715084.00 and net recurring saving of ₹ 40370316.00 per annum will be achieved.

4.0.0 RECURRING SAVINGS:

S. N.	Category	Grade in ₹	Refer Recommendation No.	No. of surplus posts	Monthly value per post in ₹	Anticipated annual recurring saving in ₹
1	Fuel issuer (OS)	9300-34800-4200		05	57936.00	3476160.00
2	Fuel issuer (Sr. Clerk)	5200-20200-2800		19	47783.00	10894524.00
3	Sr. Tech./MCM	9300-34800-4200		03	57936.00	2085696.00
4	Tech.-I	5200-20200-2800		07	47783.00	4013772.00
5	Tech.-II	5200-20200-2400		09	41748.00	4508784.00
6	Tech.-III	5200-20200-1900		05	32589.00	1955340.00
7	Khallasi Fuel	5200-20200-1800		38	29465.00	13436040.00
			Total	86		40370316.00

No. of posts identified as surplus: -

Group 'C' = 48 posts
Group 'D' = 38 posts
Total = 86 posts

Anticipated recurring saving = ₹ 403.70 lakh per annum
Capital saving = Nil
Total saving = ₹ 403.70 lakh per annum

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WORK STUDY REPORT DETAILED CHART

Department : -Mechanical (O&F)

Name of study: - Review of staff working in RDIs controlled by Mechanical (O&F) Department over FZR Division.

Activity Centre: - RDIs at LDH, LDH Shed, JUC,ASR,BJPL,PTK,JAT, BDGM Shed and SVDK .

S. N	Sub activity	Brief description of workload	Actual staff deployed	Work Study recommendation	Representative workload
1	07 RDIs over FZR Division & 02 at LDH and BDGM Shed controlled by Mechanical (O&F) Department provide HSD oil in the diesel engines, shunting engines, power cars, DEMUs, Tower wagon, DG sets etc.	Total Fuel Management system is working successfully at RCD/SRE, LDH & JUC in Northern Railway. At these RCDs no departmental manpower is required except one supervisor to supervise the decanting and transactions.	SS=112 OR=46 Vac=66	After implementation of TFM at 06 RDIs of FZR, there will be no requirement of departmental manpower except one supervisor in each RDI and 86 posts of RDI staff will become surplus and recommended for surrender.	The work load of RDI staff will be reduced after implementation of TFM.

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LIST OF ANNEXURES

S. N.	Description	Annex. No.
1	Statement showing position of staff working in 07 RDIs of FZR Division & 02 RDI at LDH and BDGM Shed controlled by Mechanical (O&F) Department.	I
2	Letter of C.P. Cell to initiate the work study No. 16-CP/03/WS/22-23 dt.20/01/23	II

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Annexure-I

Sanctioned and on roll strength of staff working in 07 RDIs of FZR division 02 RDI at LDH and BDGM Sheds controlled by Mechanical (O&F) department is detailed below:-

Cat.	**ASR**		**JAT**		**LDH**		**JUC**		**SVDK**		**PTK**		**BJPL**	
	S/S	O/R	S/S	O/R	S/S	O/R	S/S	O/R	S/S	O/R	S/S	O/R	S/S	O/R
CLI	01	01	01	01	01	01	01	01	01	01	01	01	01	01
COS	-	01	-	-	-	-	-	-	-	-	01	01	-	-
OS	01	-	01	01	01	-	01	-	01	-	-	-	-	-
Sr. Clerk	03	-	-	-	08	-	02	-	03	01	03	-	01	-
Sr. Tech./ MCM	-	01	01	-	01	-	-	-	01	-	-	-	-	-
Tech.-I	-	-	02	01	02	-	01	-	-	-	-	-	-	-
Tech.-II	04	01	-	01	-	-	02	-	02	-	-	-	-	-
Tech.-III	-	02	01	02	01	-	-	-	-	-	-	-	01	-
Khallasi	04	02	08	04	08	-	05	-	10	03	04	-	01	01
Total	13	08	14	10	22	01	12	01	18	05	09	02	04	02

Cat.	**Dsl Shed, LDH**		**Dsl Shed, BDGM**		**G. Total**		
	S/S	O/R	S/S	O/R	S/S	O/R	Vacancy
CLI	01	01	01	01	09	09	-
COS	-	01	-	-	01	03	+2
OS	01	-	01	-	07	01	06
Sr. Clerk	-	-	02	04	22	05	17
Sr. Tech./ MCM	01	01	-	-	04	02	02
Tech.-I	02	02	-	-	06	03	03
Tech.-II	03	03	-	-	11	05	06
Tech.-III	02	02	01	-	06	06	-
Khallasi	04	01	02	01	46	12	34
Total	14	11	07	06	112	46	66