

INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

(Estd. 1965, Regd. No.1329, Under Indian Trade Union Act, 1926)

Website <http://www.irtsa.net>

M. Shanmugam,
Central President, IRTSA
4, Sixth Street, TVS Nagar, Chennai- 600050.
Email- cpirtsa@yahoo.com
Mob: 09443140817



Harchandan Singh,
General Secretary, IRTSA
C.Hq. 32, Phase 6, Mohali,
Chandigarh- 160055.
Email-gsirtsa@yahoo.com
(Ph:0172-2228306, 9316131598)

No. IRTSA/ Memo/RB/CRC/ 19-10

Dated: 12.7.2010

**Additional Member (Staff) &
Chairman CRC (Cadre Restructuring Committee),
Railway Board, Rail Bhavan, New Delhi.**

Dear Sir,

Sub: Cadre Restructuring of Group-C – Reg. Category of Technical Supervisors

Reference: i) Railway Board letter No. PC-VI/2008/CRC/1, Dated 09.11.2009

ii) RBE No177.2003, No.PC-III/2003/CRC/6 dated 09/10/2003.

iii) RBE No. 5/2004, No. PC-III/2003/CRC/6 dated 06/01/2004.

iv) Department of Expenditure OM No. File No.2(15)/E.III/99.

We submit as under for your kind and favourable consideration and that of the CRC
(Cadre Restructuring Committee) in reference to the letters cited above:

1. Need for Combined Cadre Restructuring of Group A, B and C on the Railways:

i) There has been no upgrading or Cadre Restructuring of the Apex Grade of Group C ever on the Railways – (either in 1979, 1984, 1993 or 2003). Consequently there is extreme stagnancy & resultant frustration amongst the incumbents of the Apex Grade ‘C’ – especially amongst the Technical Supervisors on the Railways.

ii) There has been substantial increase in the duties and responsibilities over the years of the Technical Supervisors (JEs, SEs & SSEs) due to modernisation and advancement of technology on the Railways – but this has not been recognised or remunerated in any manner whatsoever – especially in the case of Senior Section Engineers.

iii) Only about 2 to 3% of Technical Supervisors – (entering with Diploma or Degree in Engineering) - reach Group B level and only a small fraction thereof reach Group A level – due to very meager number of Posts in Group A & B vis-à-vis Group C and non-implementation of DOPs orders regarding Classification of Posts – issued after the last 4 Pay Commissions on the Railways. Large majority of Technical Supervisors (with Diploma in Engineering at JE level and with Graduation in Engineering at SE/SSE level) do not get any promotion except in a very few cases and that too at the fag end of their careers. Even after acquiring long years of experience and expertise they remain and mostly retire in the Supervisory cadre itself.

iv) Even though the terms of reference of the CRC are regarding Cadre Restructuring of Group-C, but the Ministry of Finance (vide point vii of OM referred at SL.No.4 above) allows the deviation from the same after consultation with it.

v) It is therefore requested that necessary recommendations may please be made to the Railway Board for “Combined Cadre Restructuring of Group A, B & C” – either by amending the Terms of Reference of the Cadre Restructuring Committee or by to considering the issue separately (with the approval of Ministry of Finance, if required) and to upgrade adequate number of Group C posts to Group A & B – to fully meet with the job requirements of the posts of Technical Supervisors on Railways - (As per detailed justification place at Annexure I).

2. Cadre Restructuring of Technical Supervisors:

I) Technical Supervisors of Mechanical, Electrical, Civil Engineering and Signaling Departments are responsible for Production, Repair, Maintenance and continuous improvement of Rolling Stock, Locomotives, innumerable Fixed Assets, Systems and Equipments. Their duties and responsibilities are to ensure safe and efficient running of

trains through highest order of safety of the system as a whole - including 'failure-proof' maintenance of Tracks, Bridges, Locomotives, Coaches, Wagons, Signaling and Overhead Equipments & Electrification Systems.

II) Indian Railways has been continuously upgrading its technology in train operations and maintenance, not only to provide safe and efficient services at the minimum cost but also to compete with other modes of travel including road transport and low budget airlines etc. For this purpose continuous induction of new technology is resorted to and improvements are being made in the existing systems & technology.

III) Being the first level of management and controlling the base line of workers - Technical Supervisors - have to continuously update their knowledge and skills and acquire new ones to adapt to new technology and to train & guide the staff working under their control - for safe and efficient induction of new technologies in the Railway system.

IV) As per RBE No. 5/2004, No. PC-III/2003/CRC/6, dated 06/01/2004 referred above percentage distribution for Technical Supervisors are having two patterns since 2003 (*instead of only one earlier*) – which itself is very unjust as indicated in the table below:

Two patterns of existing % distribution of posts of Technical Supervisors on Railways

	Pre-revised Scale	Existing percentage distribution	Grade Pay after Sixth CPC	% Distribution after merger of scales by SCPC
* For cadres where posts of Supervisors (erstwhile Mistries) were available				
* Technical Supervisors	7450-11500	18%	Rs.4600	47%
	6500-10500	29%		
	5500-9000	24%	Rs.4200	53%
	5000-8000	29%		
For cadres where posts of Supervisors (erstwhile Mistries) were not available				
** Technical Supervisors	7450-11500	21%	Rs.4600	50%
	6500-10500	29%		
	5500-9000	24%	Rs.4200	50%
	5000-8000	26%		

V) DISCREMINATION IN CADRE STRUCTURE FOR TECHNICAL SUPERVISORs SINCE 1984:

Technical Supervisors have been given a very negligible improvement in their Cadre Restructuring since 1984 (as apparent from the following table) - in spite of manifold increase in duties and responsibilities of the Technical Supervisors:

VI) NEGLIGIBLE IMPROVEMENT IN CADRE STRUCTURE OF TECHNICAL SUPERVISOR

Fourth Pay Commission Scales	Grade Pay after Sixth CPC	1984 to 1.3.1993	From 1.3.1993 to March 2003	After March 2003	After the merger due to implementation of SCPC w.e.f 1.1.2006
1400-2300	Rs.4200	33%	30%	29% / 26%	50% / 53%
1600-2660		30%	25%	24%	
2000-3200	Rs.4600	27%	28%	29%	50% / 47%
2375-3500		10%	17%	21% / 18%	

VI) DISCREMINATION IN CADRE RESTRUCTURING FROM OTHER INSPECTORIAL STAFF

Technical Supervisors have much lesser %age of higher grade posts in comparison to other Inspectorial categories (as apparent from the following table) – even though Technical Supervisors were the only ones besides the Traffic Controllers to be given the apex scales of Rs.840-1040 & Rs.2375-3500 by the 3rd & 4th Pay Commissions respectively – keeping in view their Duties & responsibilities:

	Traffic Controllers		Loco running Supervisors		Commercial Inspectors		CMT	
	Prior to merger	After merger	Prior to merger	After merger	Prior to merger	After merger	Prior to merger	After merger
7450-11500	37%	85%	65%	100%	30%	62%	37%	70%
6500-10500	48%		35%		32%		33%	
5500-9000	15%	15%			13%	38%	20%	30%
5000-8000					25%		10%	

VII) FUNCTIONAL JUSTIFICATIONS - INCREASE IN DUTIES & RESPONSIBILITIES OF TECHNICAL SUPERVISORS SINCE THE LAST CADRE RESTRUCTURING IN 2003:

As submitted earlier, there has been manifold increase in duties and responsibilities of the Technical Supervisors over the years (some of which are indicated in Annexure I), especially on account modernisation of technology and need for more intensive utilization of assets – adding to the need for more intensive supervision, better quality control and flawless maintenance:

VIII)) The duties and responsibilities of the Technical Supervisors are going to increase still further - several times – since the Indian Railways is planning for huge improvement in its infrastructure, technology and service on account of “Vision 2020”. This will further add to the burden & responsibilities of Technical Supervisors.

IX). QUANTUM OF DIRECT RECRUITMENT BE KEPT AT PRE-MERGER LEVEL:-

a) 20 % posts of Section Engineer (Rs.6500-10500) were filled up through direct recruitment of Engineering Graduates out of a total of 29% posts of Technical Supervisors in this scale.

b) Pay Scales of Section Engineer (Rs.6500-1050) & Senior Section Engineer (RS.7450-11500) have been merged after Sixth Pay Commission. The total quantum of direct recruitment will increase on the combined strength SE & SSE if the percentage of Direct Recruitment is retained at the existing level of 20%. This will adversely affect the avenues of promotion of the existing staff (JEs) in the lower scales. It is therefore important to ensure that:

Total number of posts filled up through direct recruitment may not be increased and the total quantum of Direct Recruitment should not exceed the pre-SCPC level so that existing Promotional chances for the serving employees may not get reduced for promotion to higher grades & LDCE.

X) It is, therefore, requested that:

- a) Necessary recommendations may please be made to the Railway Board for “Combined Cadre Restructuring of Group A, B & C” or for considering the issue separately and to upgrade adequate number of Group C posts to Group A & B – to fully meet with the job requirements of the posts of Technical Supervisors on the Railways - *(As per detailed justification placed at Annexure I)*.
- b) In order to maintain the quantum of net direct induction in Pre-Revised level, the % age of Direct Recruitment of Engineering Graduates in the cadre of Technical Supervisors in the merged scale of Senior Section Engineers (with Grade Rs.4600) may please be kept as 10 % of posts in that Grade Pay.
- c) Cadre of Technical Supervisors may please be restructured on a single pattern *(as prior to 2003)* for all Technical Supervisors - as per following percentage distribution, keeping in view substantial rise in their duties and responsibilities over the years – at par with the Traffic Controllers as per detailed justification submitted heretofore:-

Designation & Grade Pay	Present Cadre distribution	Proposed Cadre distribution
JE-II & I (Rs.4200)	26 + 24 = 50%	15%
SE & SSE (Rs.4600)	29 + 21 = 50%	85%

Yours faithfully,



(Harchandan Singh),
General Secretary, IRTSA

Copy for information & favourable consideration to:

- i) Shri A. K. Nigam, Advisor (IR) & Member CRC, Railway Board, New Delhi.
- ii) Advisor Finance & Member CRC, Railway Board, New Delhi
- iii) Executive Director Pay Commission- I & Member CRC, Railway Board, New Delhi.
- iv) Executive Director Pay Commission - II & Member CRC, Railway Board, New Delhi.
- v) EDE (N) & Member CRC , Railway Board, New Delhi.
- vi) Secretary (Establishment), Railway Board, New Delhi.

ANNEXURE – I
NEED FOR COMBINED CADRE RESTRUCTURING OF GROUP A, B AND C
ON THE RAILWAYS

i) In the new scenario of modern liberalized economy and management requirements thereof, it is requested that Combined “Cadre Restructuring” of posts in Group ‘A’, ‘B’ & ‘C’ may please be considered to upgrade adequate number of Group C posts to Group A & B – to fully meet with the job requirements of the posts of Technical Supervisors on Railways – keeping in view the following facts:

ii) Most of the employees get 3 or 4 promotions or even more in their service in Railways - except the JEs & SE/SSEs. It is pertinent that JEs with Diploma in Engineering and one & a half year of training as well as SE/SSEs with Graduate in Engineering and one year of on the job training - are getting stagnated in the Apex Group C scale with out any further avenue of promotion except in rare 2 to 3% cases. JEs who enter in the Grade Pay of Rs.4200 will get only one promotion to the GP of Rs.4600. SE/SSE with Graduate in Engineering qualification enter in the GP of Rs.4600 and will remain stagnant in the entry grade itself. The JEs & SE/SSEs rot at the GP of Rs.4600 through out their career since they have very meager number of posts in Group-B.

iii) In the Technical Departments of Engineering, Mechanical, Electrical, Signal & Telecommunications and Stores, only 4274 Group-B posts are available for 5,72,191 Group-C employees, i.e. just 0.74% posts are available in Group-B. After abolition & Up-gradation of Group-D to Group-C the availability of Group-B posts will further dip to very meager i.e. just 0.47% - as indicated in the Tables below:

Analysis of Staff Strength in the Technical departments of IR as on 31st March 2009

	Gr-A	Gr-B	Gr-C	Gr-D	Total	% Gr-A	% Gr-B	% Gr-C	% Gr-D
Engineering	1203	1565	144961	197132	344861	0.35%	0.45%	42.03%	57.16%
S&T	484	756	39781	22394	63415	0.76%	1.19%	62.73%	35.31%
Mechanical	647	875	253487	64326	319335	0.20%	0.27%	79.38%	20.14%
Electrical	592	640	117836	34219	153287	0.39%	0.42%	76.87%	22.32%
Stores	408	438	16126	12070	29042	1.40%	1.51%	55.53%	41.56%
Total	3334	4274	572191	318071	909940	0.37%	0.47%	62.88%	34.96%

(Ref: Indian Railways Annual Statistical Statement for the year 2008-09)

Staff Strength in Technical Depts. of Rlys. Subsequent to up-gradation of Group-D to Group-C

	Group-A	Group-B	Group-C&D	Total	% Gr-A	% Gr-B	% Gr-C&D
Engineering	1203	1565	342093	344861	0.35	0.45	99.20
S&T	484	756	62175	63415	0.76	1.19	98.04
Mechanical	647	875	317813	319335	0.20	0.27	99.52
Electrical	592	640	152055	153287	0.39	0.42	99.20
Stores	408	438	28196	29042	1.40	1.51	97.09
Total	3334	4274	902332	909940	0.37	0.47	99.16

iv) In spite of higher nature of duties and responsibilities on account of requirements of Safety & modernisation, Railways have the lowest %age of Gazetted posts in Group A & B vis-à-vis Group C & D - in comparison to all other Departments of Central Government. (Please see the Table below & further details in Annexure - IA).

Ministry / Department	%Group A	% Group B	% Group C	% Group D
All India Avg. % age of Gr. A & B –vs- C & D	2.8%	5.3 %	64.2%	27.6 %
Railways % age of Group A, B-vs- C & D	0.6 %	0.5 %	61.9 %	37.0 %
All India Average % age of Gr. A, B –vs- Gr. C	3.9 %	7.3 %	88.8 %	Group ‘D’ Not counted
Railways % age of Group A, B –vs- Gr. C	0.9 %	0.8 %	98.3 %	Group ‘D’ Not counted

- v) In the present scenario of huge investments and fast & prompt completion of new projects, more number of posts in the Group-A & B are essentially required, so that decision making and accountability can be broadened in the administrative hierarchy.
- vi) Sixth Central Pay Commission in its recommendations and thereafter the Government has made the right decision of abolishing the Group-D posts and upgrading them as Group-C. But similar functional and career improvements (made at the bottom level) have not been carried over to the middle tier in the apex Group-C and Group-B.
- vii) Large number of Posts have been upgraded over the years in Group A & B to ensure the career planning of the Officers in those cadres but no such upgrading had been allowed in case of Apex Scale of Technical Supervisors – to improve their career prospects or in view of the increase in their duties & responsibilities due to modernisation on the railways.
- vi) All these are not only the root cause of all the stagnation & frustration amongst the Technical Supervisors on the Railways but it is also an impediment in effective execution administrative policies & plans due to lack of executive powers of the Technical Supervisors who are the 'On the Spot Managers. This is bound to have an adverse impact on the efficiency and safety on the Railways, as has been mentioned variedly by all the Railway Accident Inquiry Committees as well as by the Railway Reforms Committee.
- vii) Even though the exercise of CRC is limited to Group C cadre, Finance Ministry (*vide OM referred in SL.No.4, point vii*) allows the deviation after consultation with it
- viii) It is therefore requested that the combined cadre strength of Technical Departments including all posts in Group- A, B and C on Indian Railways may please be Restructured as under — so as to be comparable with - if not higher than - the All India Average % age of Group A, B & C of Central Government employees in other Departments:

PROPOSED DISTRIBUTION OF POSTS ON RAILWAYS				
AS PER ALL INDIA AVERAGE %age DISTRIBUTION OF POSTS UNDER CENTRAL GOVERNMENT				
Group of Posts	Existing % age Distribution of Posts <u>On Railways *</u> <u>After the upgradation of Gr-D to Gr-C</u>	Proposed % age Distribution in Technical Departments on Railways As per All India Average * After the upgradation of Gr-D to Gr-C	Existing % age Distribution of Posts <u>On Railways*</u> <u>Without counting Existing Group D</u>	Proposed % age Distribution in Technical Departments on Railways on Railways <u>As per All India Average *</u> <u>Without counting Existing Group D</u>
Group A	0.6%	2.8%	0.9%	3.9%
Group B	0.5%	5.4%	0.8%	7.3%
Group C	98.9%	91.8%	98.3%	88.8%

* Please see details in Annexure I A attached. (*Ref: Sixth Central Pay Commission Report*).

ANNEXURE – IA
COMPARATIVE PERCENTAGE OF GAZETTED POSTS
ON RAILWAYS & OTHER DEPARTMENTS

S.N	Ministry / Department	%Group A	% Group B	% Group C	% Group D
1	Ministry of Agriculture	6.0	7.5	39.1	47.4
2	Ministry of Chemical and Fertilizers	18.2	30.8	29.8	21.2
3	Ministry of Civil Aviation	11.7	11.0	43.4	33.8
4	Ministry of Coal	10.5	19.7	45.6	24.2
5	Ministry of commerce and Industry	11.8	17.8	47.9	22.6
6	Ministry of Communication and Information Technology	1.7	3.7	76.9	17.7
7	Ministry of Consumer Affairs Food and Public Distribution	17.1	28.8	32.2	21.9
8	Ministry of Corporate Affairs	33.3	34.4	21.1	11.2
9	Ministry of Culture	1.2	2.9	60.7	35.3
10	Ministry of Defence	2.7	5.5	49.8	41.9
11	Ministry of Development of North Eastern Region	18.9	10.1	42.0	29.0
12	Ministry of Earth Sciences	6.2	30.1	38.7	25.0
13	Ministry of Environment and Forest	12.8	8.1	53.7	25.4
14	Ministry of External Affairs	16.4	32.3	35.1	16.2
15	Ministry of Finance	9.1	38.6	32.9	19.4
16	Ministry of Food Processing Industries	31.2	26.4	26.4	15.9
17	Ministry of Health and Family Welfare	11.6	7.6	41.8	39.0
18	Ministry of Industry & Public Enterprises	17.4	30.0	29.4	23.2
19	Ministry of Home Affairs	2.0	3.0	87.4	7.6
20	Ministry of Human Resource Development	15.3	33.2	31.2	20.3
21	Ministry of Information Broad casting	6.4	20.0	48.3	25.4
22	Ministry of Labour and Employment	14.4	18.7	47.1	19.8
23	Ministry of Law and Justice	13.7	28.8	33.5	24.0
24	Ministry of Micro, Small and Medium Enterprises	12.7	18.1	46.1	23.1
25	Ministry of Mines	18.5	54.9	4.4	22.2
26	Ministry of Minority Affairs	34.4	34.4	18.8	12.5
27	Ministry of New and Renewable Energy	24.6	20.6	35.2	19.6
28	Ministry of Overseas Indian Affairs	20.6	33.3	32.4	13.7
29	Ministry of Panchayati Raj	21.2	25.9	37.6	15.3
30	Ministry of Parliamentary Affairs	9.3	31.8	38.8	20.2
31	Ministry of Personnel, Public Grievances and Pension	11.9	12.4	64.3	11.5
32	Ministry of Petroleum and Natural Gas	14.5	38.2	25.3	22.0
33	Ministry of Planning	26.2	25.6	23.3	25.0
34	Ministry of Power	29.2	28.0	28.2	14.5
35	Ministry of Railways	0.6	0.5	61.9	37.0
36	Ministry of Rural Development	16.7	36.3	29.4	17.6
37	Ministry of Science and Technology	4.8	7.6	48.3	39.3
38	Ministry of Shipping, Road Transport and Highways	11.3	15.1	45.5	28.1
39	Ministry of Social Justice & Empowerment	15.8	36.8	30.0	17.4
40	Ministry of Statistics and Programme Implementation	7.3	24.3	56.4	12.0
41	Ministry of Steel	16.8	41.6	29.2	12.4
42	Ministry of Textiles	4.3	10.0	63.8	21.8

(Continued)

COMPARATIVE NUMBER OF GAZETTED POSTS ON RAILWAYS & OTHER DEPARTMENTS (CONTD.)					
43	Ministry of Tribal Affairs	26.2	38.9	23.0	11.9
44	Ministry of Urban Development	4.5	13.0	59.3	23.2
45	Ministry of Water Resources	11.9	16.1	45.9	26.1
46	Ministry of Women & Child Development	11.5	20.3	42.4	25.9
47	Ministry of Youth Affairs and Sports	9.3	27.1	44.7	18.9
48	Department of Atomic Energy	26.2	23.8	36.3	13.6
49	Department of Space	47.5	20.5	25.9	6.1
50	Cabinet Secretariat	9.2	26.5	56.5	7.8
51	Central Vigilance Commission	16.5	32.3	25.6	25.6
Central Govt. service	Total Government strength in Group-A,B,C&D	95,207	1,78,018	21,56,924	9,25,710
	All India Average (As per total strength in Group-A,B,C&D)	2.8%	5.4%	64.2%	27.6%
	All India Average <u>Excluding Group-D</u> (As per total strength in Group-A,B&C)	3.9%	7.3%	88.8%	Excluding Group-D
	Total strength of Govt. Emps. in Group-A, B & C After abolition & Up-gradation of Gr-D (As per Sixth CPC Recommendations).	95,207	1,78,018	30,82,634	With Up-graded Group D
	All India Average (Total in Group- A, B& C) After Up-gradation of Gr-D to Group C. (As per Sixth CPC Recommendations).	2.8%	5.4%	91.8%	
IR	<u>Railways (including Group D)</u>	0.6	0.5	61.9	37.0
	<u>Railways</u> . in Group-A, B & C After Up-gradation of Gr-D to Group C (As per Sixth CPC Recommendations).	0.6	0.5	98.9%	With Up-graded Group D
	<u>Ministry of Railways</u> <u>(Excluding Group D)</u>	0.9%	0.8%	98.3%	Excluding Group-D

(Ref: Sixth Central Pay Commission Report)

Among the 51 ministries mentioned above in the table only Ministry of Railways is having very meager percentage of posts in the Group-A (0.6%) and Group-B (0.5%).

Considering the huge capital at charge, separate budget presented to the parliament, important roll played by Railways in the national economy, duties and responsibilities of its employees in installation, maintenance and up-gradation of its assets & infrastructure etc number of posts available in the decision making position is very meager.

Technical Departments of Defence Ministry which are doing the functions similar to that of Railways like installation, maintenance and up-gradation of its assets & infrastructure etc in Engineering, Mechanical, Electrical, Telecommunication and stores is also having the classification of posts and distribution thereof in line with all India average.

ANEXURE -II

FUNCTIONAL JUSTIFICATIONS FOR IMPROVEMENT IN CADRE RESTRUCTURING OF TECHNICAL SUPERVISORS ON RAILWAYS

1. INCREASE IN DUTIES & RESPONSIBILITIES OF TECHNICAL SUPERVISORS SINCE THE LAST CADRE RESTRUCTURING IN 2003:

As submitted earlier, there has been manifold increase in duties and responsibilities of the Technical Supervisors over the years (some of which are indicated below), especially on account modernisation of technology and need for more intensive utilization of assets – adding to the need for more intensive supervision, better quality control and flawless maintenance:

2. MORE INTENSIVE UTILIZATION OF ASSET SINCE LAST CADRE RESTRUCTURING IN 2003

Area of work	Prior to last cadre restructure (UPTO 2003)	After the last Cadre restructure (Since 2003)
Coaching Stock	Coaching trains were permitted to run up to 2500kms in a round trip before a pit line maintenance.	Coaching trains are permitted to run up to 3500kms in a round trip before a pit line maintenance. <i>(RB No.95/M(c)/141/1 dated 31.01.07)</i>
	Standard 18 coach formation	Standard 24 coach formation
Freight Wagons	Closed Circuit rake maintenance - 4500 km	Closed Circuit rake maintenance - 6000 – 7500 km <i>RB No.2007/M(N)/951/13 CC Rakes, dt 11.03.2010</i> <i>RB No.2007/M(N)/951/67, dt 19.11.08</i>
Loco & P.Way	60 KMPH of Maximum Speed CC rake wherever 52 T UTS Rail Exists Trip schedule periodicity of ALCO locomotives – 30 days. Fitness of WAP -4 LOCO at 110 KMPH	75 KMPH of Maximum Speed CC rake wherever 52 T UTS Rail Exists. <i>RB No.2005/Elect(TRS)/440/17, dated 28.07.08</i> Trip schedule periodicity of ALCO locomotives – 40 days. <i>RB No 2003/M(L)/466/20, dt. 13.5.10</i> Fitness of WAP -4 LOCO at 140 KMPH <i>RB No.2003/Elect(TRS) / 440/12pt, dated 09.0109</i>

3. PERFORMANCE INDICES

INDICES	2003-04	2008-09	IMPROVEMENT IN PERCENTAGE
Engine utilization KM per day Diesel/Goods	386	402	4.15%
Engine KM per day Electric/Goods	452	487	7.74%
Engine KM per day Diesel/Passenger	589	595	1.02%
Engine KM per day Electric/Passenger	584	624	6.85%
GTKms/kg of tractive effort	4882	5299	8.54%
Net Tonne KM /route KM	8.14	10.43	28.13%
Passenger KM /route KM	10.76	15.53	44.33%
Coach km per vehicle Km	470	524	11.49%
Ave. freight train net load	1490	1639	10.00%
Net tonne kms per wagon per day	2574 (Four wheelers)	8762 (Eight wheelers)	70.20%
Net tonne kms / Ton of wagon capacity per annum	42322	53931	27.43%
Wagon turn around	6.7	5.19	-22.54%

4. PROJECTED INCREASE IN CAPACITY & PERFORMANCE AUGMENTATION IN COMING YEARS

- Addition of 25,000 route km.
- More than 30,000 route km will be doubled from the present level of 18,000.
- 6000 route km will be quadrupled.
- Electrification would be done for additional 14,000 km.
- Separate dedicated freight corridors.
- Saving up to 15% of energy through improved energy efficiency.
- Target to achieve Zero accidents.
- Max. speed of passenger trains to be raised from 110 or 130 kmph to 160-200 kmph.
- Production of Passenger coaches will go up from the present level of 2500 to 10,000.
- Four high speed corridors to provide bullet trains at 250-350 kmph.
- Railways share of freight movement from 35% to 50%.
- Annual production of wagons would go from the present level of 25,000 to 75,000.
- Maximum speed of freight trains to be raised from 60-70 kmph at present to 100 kmph.

5. While the duties and responsibilities of the Technical Supervisors have increased many fold since the last cadre restructure, these are going to increase still further - several times – since the Indian Railways is planning for huge enhancement / improvement in its infrastructure, technology and service on account of “Vision 2020” - apparently without additional staff or rather in spite of continuous reduction in staff.

All this will further add to the burden and responsibilities of Technical Supervisors. As such the number of posts in the higher grade has to be maximized so that sharing of responsibilities and decision-making will not be a problem.