

# INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

(Estd. 1965, Regd. No.1329) Website <http://irtsa.net>

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No:IRTSA/CHQ/Memo. 2021-7

Date:31.05.2021

## CHAIRMAN & CEO

Railway Board,  
New Delhi.

Respected Sir,

### **Sub: Annual target of surrenders through Work Studies by Zonal Railways for the year 2021-22.**

**Ref :** Railway Board letter No. 2020/E&R/2(8)/1, dated 20.05.2021.

Railway Board letter RBE No. 24/2021 dated 25.03.2021.

Railway Board letter RBE No.48/2020 dated 02/07/2020.

- 1) IRTSA would like to submit the following for your kind notice on important issue of surrender of posts proposed by Railway Board and request not to implement any surrender of posts.
- 2) Railway Board in their letter dated 20.05.2021 directed 16 Zonal Railways to surrender 13,450 posts by re-assessing the staff requirements through work studies. The posts identified for surrender after completion of the said work studies should not be taken to the pool of surrender of posts by the Zonal Railways and their money value should be credited to the vacancy bank as per extant orders in terms of para C, item vii of RBE No. 127/2016.
- 3) Para C, item vii of RBE No. 127/2016, dated 28.10.2016 states that, *“Posts identified for surrender by Railway Board or identified for surrender due to Work Study Reports, shall not be used for creation on the basis explained in para (C ) herein. On surrender, their money value shall continue to be credited to the vacancy bank as per extant orders with 25% share going to Railway Board”*.
- 4) Creation of both safety and non-safety posts for new assets cannot be done by Zonal Railways, since RBE No.48/2020 dated 02/07/2020 given direction for freezing new posts creation except safety, reviewing/surrendering of posts created in last two years and surrendering of 50% of existing vacancies. In its letter RBE No. 24/2021 dated 25.03.2021, Railway Board conveyed to zonal Railways that, creation of non-gazetted safety posts will require the approval of Department of Expenditure (DoE).
- 5) In Railways, yardstick for some of the activities are arrived on approximation, for many activities no yardstick is available. The said release of manpower due to technological advancements is a misleading term, since implementation and maintenance of technological advancements itself requires new manpower & new skill set.
- 6) Main objectives of technological advancements in Railways are increasing the speed, safety, comfort, efficiency and economy in train operation, not reduction of staff, who are asset of the Railways. Excluding for the Covid-19 pandemic period, all along Railway business both in Passenger and Freight are always increasing year by year. Increase in passenger and freight business is being achieved by lesser number of staff, putting the system in tremendous pressure.

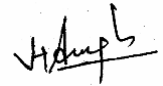
7) Important performance indices of Railways between the year 2010-11 and 2018-19 have registered good increase. Passenger KM and Net freight tonnes registered more than 18% increase. Between the year 2010-11 and 2019-20 track KM has increased by 10.8%. Number of rolling stock in possession i.e. locos, coaches & wagons have increased more than 26%. But staff strength has been reduced by 5.9%. Fixing target for surrender of posts without any scientific study about the work content and without taking into account forecasted increase in Railway business after Covid pandemic is not desirable.

**8) It is therefore requested that,**

- a) **Railway Board letter No. 2020/E&R/2(8)/1, dated 20.05.2021 on “Annual target of surrenders through Work Studies by Zonal Railways for the year 2021-22” may please be withdrawn and staff side may please be consulted and taken into confidence about scientific work study, if Railways proposes to conduct any.**
- b) **GM & DRM may be delegated powers to reallocate and redistribution of the posts from one activity to another on 1:1 basis and creation of posts for new assets.**

Thanking You

Yours' faithfully,



**HARCHANDAN SINGH,  
General Secretary.**

## Annexure

**Comparison of performance indices, Track, Rolling Stock & Staff Strength**

<b>Performance indices (in million)</b>	<b>2010-11</b>	<b>2018-19</b>	<b>Increase</b>	<b>% increase</b>
Passenger originating	7651	8439	788	10.3 %
Passenger KM	978508	1157174	178666	18.3 %
Average lead	127.9	137.1	9.2	7.2 %
Freight Net Tonnes	625723	738523	112800	18.0 %
Wagon KM	17749	19364	1615	9.1 %
<b>Track &amp; Rolling stock</b>	<b>2010-11</b>	<b>2019-20</b>	<b>Increase</b>	<b>% increase</b>
Route KM	64173	67956	3783	5.9 %
Total track KM	114037	126366	12329	10.8 %
Locomotives	9213	12729	3516	38.2 %
Passenger Coaches	45082	57083	12001	26.6 %
Wagons	229987	293077	63090	27.4 %
<b>Staff Strength</b>	<b>2010-11</b>	<b>2019-20</b>	<b>Difference</b>	<b>% Difference</b>
Staff (in thousands)	1332	1253.6	-78.4	-5.9 %