



WORK STUDY REPORT
ON REVIEW OF
LUGGAGE/PARCEL PORTERS STAFF
WORKING IN
COMMERCIAL DEPARTMENT
OVER
AMBALA DIVISION
2019-20

WORK STUDY TEAM

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Central Planning Cell
Northern Railway
Headquarters Office,
Baroda House, New Delhi

EXECUTIVE SUMMARY

This study was allotted to Central Planning Cell, HQ Office, on the directive of SDGM/NR to identify redundant/unproductive/wasteful activities of luggage/Parcel porters working over Firozpur Division and suggest ways and means to improve manpower productivity and economy.

STAFF POSITION

The total sanctioned and on roll strength of Luggage/Parcel Porters staff working over Ambala division is as under.

S.N.	Description	S/S	O/R	Var.(+/-)
1	Luggage/Parcel Porters	89	67	22
Total		89	67	22

No. of posts identified as surplus and recommended for surrender: -

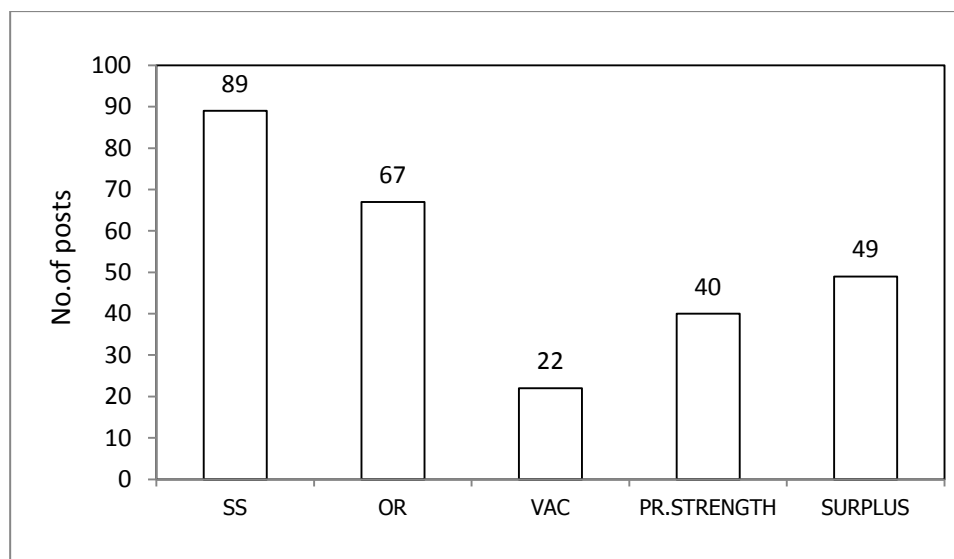
Gr. 'C' = NIL
Gr. 'D' = 49 posts
Total = 49 posts

FINANCIAL IMPLICATIONS

Anticipated recurring savings = ■ 246.63 lakh per annum.

Capital saving = Nil

Total = ■ 246.63 lakh per annum



I N D E X

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SYNOPSIS

Indian Railway is the largest Government Organization which transports passenger and freight traffic from one place to another at an optimum level of safety, security, reliability and punctuality. The modernization and system developments in railway have reduced luggage/parcel porter's workload at stations.

To keep pace with growth of transport sector, it has become imperative to adopt advanced technological system for survival in today's competitive environment. The adoption of technological upgradations have become inevitable and challenging due to financial constraints. Consequently, railway administration reviews existing resources from time to time to identify redundant/wasteful/unproductive activities to improve manpower productivity and economy. Due to parcel/luggage leasing of the SLRs/VP has considerably reduced the workload of Luggage porter and parcel porter staff.

As Luggage/Parcel Porters staff is diminishing cadre in nature and keeping in view of above, SDGM/NR assigned work study on "Review of Luggage/Parcel Porters staff working in Commercial Department over Ambala Division" to the Central Planning Cell, HQ Office with a view to improve manpower productivity and economy. The strength of luggage/Parcel porter staff was critically examined vis-à-vis existing workload. The study team have identified **49** posts of luggage/Parcel porters as surplus and recommended for surrender. The implementation of the recommendation contained in the report will yield recurring saving worth ■ **246.63** lakh per annum to the administration.

SUMMARY OF RECOMMENDATIONS

S. N	Recommendations	Refer para No.	Accepting/ implementing Authority.
1	It is proposed that 49 posts of luggage/Parcel porter in Grade ■ 5200-20200-1800 identified as surplus under the administrative control of Sr DCM/UMB and recommended for surrender.	2.4.3	ADRM/UMB Sr.DCM/UMB Sr.DPO/UMB

ACKNOWLEDGEMENT

The work study team is highly grateful to Sh. Karan Singh, ADRM/UMB, Sh. Hari Mohan, Sr. DCM/UMB, and Sh. Nikhil Dhongre, Sr.DPO/UMB for giving their valuable guidance in conducting the study. The team is also thankful to all other functionaries for extending their cooperation and providing necessary data/information during the course of study.

1.0.0 INTRODUCTION

1.1.0 Ambala Division is an important Division of Northern Railway. It is strategic with defense and trains operations point of view. It ensures safe passage to all trains over the Division round the clock. It is spread over the states of Haryana, Punjab, Himachal Pradesh and Uttar Pradesh.

1.2.0 Though the coaching trains have increased but due to technological advancements and system developments, certain activities have become redundant. The Ministry of Railways (Railway Board) has adopted the policy to encourage the running of leased SLRs with mail/express trains and to run full train of parcel vans on some important specified sections.

1.3.0 Consequently, SDGM/NR directed the Central Planning Cell, HQ Office, to conduct a work study on "Review of Luggage Porters working in Commercial Department over Ambala Division" with a view to improve manpower productivity and economy.

1.4.0 TERMS OF REFERENCE:

The following terms of references were adopted for conduct of the study:-

1. To review staff strength vis-à-vis existing workload.
2. To identify redundant/unproductive activities with a view to eliminate wasteful expenditure
3. To suggest ways and means to improve the efficiency and productivity of the system

1.5.0 METHODOLOGY ADOPTED

The following techniques of work study were adopted to conduct the study:-

1. Data collection of existing workload.
2. Work sampling, physical observation, spot checks, analytical estimation, prevailing yardstick in vogue if any, to assess the actual requirement.
3. Held discussions at various levels.

- 2.0.0 BRIEF DESCRIPTION, STAFF POSITION, CRITICAL ANALYSIS REQUIREMENT OF STAFF AND RECOMMENDATIONS.
- 2.1.0 BRIEF DESCRIPTION
 - 2.1.1 Ambala Division is an important division of Northern Railway. It is a major food grains loading division. It is strategic with defense point of view. It is spread over the states of Haryana, Punjab, Himachal Pradesh and Uttar Pradesh.
 - 2.1.2 Modernization and system development introduced in almost every sphere of Railway working have made some activities as redundant/ unproductive/ wasteful. point to point full rake loading in goods, leasing out of SLRs in parcel, parcel van/train etc. have proved efficient and economical.
 - 2.1.3 As Luggage/Parcel Porters staff is in diminishing cadre in nature, the work study is confined to luggage/parcel porter staff only. This work study is confined to the jurisdiction of CMI's of NLDM, BTI, CDG, SIR, UMB, KLK-SML, PTA & SRE under which the parcel/luggage porter staff is working.
 - 2.1.4 Consequently, the workload of luggage/Parcel porter staff has reduced considerably. Keeping in view of above, SDGM/NR has desired to conduct "Review of luggage/Parcel porter staff working in Commercial Department over Ambala Division" with a view to improve manpower productivity and economy.

2.2.0

STAFF POSITION

2.2.1

During the course of study, the team collected the sanctioned strength and on roll strength of Parcel/Luggage porter staff from Divisional HQ UMB. The detailed position of Parcel/luggage porters over Ambala Division is placed as Annexure No.II in the report and the summarized position of the same is tabulated below:-

S. No.	Sectional CMI	Station	Station code	Sanction strength	On roll	Vacancy (Excess+ Shortage-)
1	NLDM	Raimehtapur	MTPR	1	1	0
2	BTI	Bhatinda	BTI	13	12	-1
3		Rampura Phul	PUL	1	1	0
4		Maler Kotta	MEY	1	1	0
5		Ahmedgarh	AMH	0	1	+1
6	CDG	Chandigarh	CDG	6	5	-1
7	SIR	Sirhind	SIR	1	-	-1
8		Khanna	KNN	2	2	0
9	UMB	Ambala Cantt	UMB	30	21	-9
10		Ambala City	UBC	1	1	0
11	KLK/SML	Kalka	KLK	1	0	-1
12		Simla	SML	1	-	-1
13	PTA	Rajpura	RPJ	2	2	-
14		Patiala	PTA	4	3	-1
15		Duri	DUI	3	3	-
16	SRE	Yamuna Nagar Jugalhri	YJUD	6	2	-4
17		Saharanpur	SRE	16	12	-4
Total				89	67	22

The above table reveals that the on roll staff is 67 against the sanctioned strength of 89 and 22 posts of luggage/parcel porter staff are lying vacant over UMB Division.

2.2.2

WORKLOAD

During the course of study, the work study team collected the workload of parcel/luggage porter staff for the FY 2018-19 in terms of parcel/luggage packages, their weight and earning from the CMI/UMB. The CMI wise detail of workload of parcel/luggage traffic is annexed as Annexure No.III in the report and the summarized position of the same is given below:-

S. No.	Section / CMI	Station	Station Code	Total inward & outward traffic of FY 2018-19 upto Jan (306 days)		Workload handled per day	
				Pkgs in Nos	Weight in Qtls	Pkgs	Weight in MT/day*
1	NLDM	Una Himachal	UHL	3570	2280	12	0.75
2		Nangal Dam	NLDM	3989	2356	13	0.77
3		Anandpur Sahib	ANSB	0	0	0	0
4		Rupnagar	RPAR	8463	1268	60	2.11
5		Amb Andaura	AADR	218	161	0.71	0.05
6	BTI	Bhatinda	BTI	74927	30751	245	10.05
7		Bhuchchu	BCU	61	27	0.2	0.009
8		Rampura Phul	PUL	962	447	03	0.15
9		Tapa	TAPA	118	62	0.39	0.2
10		Barnala	BNN	6599	3104	22	1.01
11		Malerkotla	MET	2249	1069	07	0.35
12		Ahmadgarh	AMH	880	389	03	0.13
13		Gill	GILL	7834	3466	26	1.13
14	ABS	Giddarbaha	GDB	8610	3467	28	1.13
15		Malout	MOT	15083	14509	49	4.73
16		Abohar	ABS	9351	2707.7	31	0.88
17	CDG	Dhulkot	DKT	770	429.21	03	0.14
18		Ghagghar	GHG	40	15.6	0.13	0.005
19		Chandigarh	CDG	564679	131461	1845	42.96
20		Chandi Mandii	CNDM	130	58.14	0.42	0.02
21	SIR	Sirhind	SIR	4729	3719.4	15	1.21
22	UMB	Ambala Cantt.	UMB	190072	64709	621	21.14
23		Ambala City	UBC	3378	1447	11	0.47
24	KLK-SML	Kalka	KLK	11297	5032	40	1.64
25		Taksal	TSL	02	01	0.007	0.003
26		Dharampur	DMP	12	06	0.04	0.002

		Hm					
27		Solan	SOL	2525	755	8.34	0.25
28		Kandaghat	KDZ	87	318	0.28	0.1
29		Jutogh	JTO	327	152	01	0.05
30		Simla	SML	4967	2493	16	0.81
31		Summer Hil	SHZ	32	14	0.1	0.005
32	PTA	Rajpura	RPJ	4797	1739	15.6 8	0.57
33		Patiala	PTA	19718	10557	64.4 3	3.45
34		Nabha	NBA	1108	1524	0.04	0.5
35		Dhuri	DUI	2974	1181	9.72	0.36
36	SAG	Sangrur	SAG	294	90.8	0.96	0.23
37		Sunam USW	SFMU	12542	5358	41	1.75
38		Lehra Gaga	LHA	105	31	0.34	0.01
39		Jamalpur Shai Khan	JPS	584	220	1.9	0.07
40		Uklana	UKN	121	60	0.4	0.02
41		Barwala	BXC	91	39	0.3	0.01
42	SRE	Barara	RAA	67	77	0.22	0.03
43		Yamunanagar	VJUD	12214	10885	40	3.58
44		Saharanpur	SRE	12136 1	68416	397	22.36

*weight in Qtls/306*10 = wt in MT/day

2.2.3

Comparative statement of work load:-

The work study team collected the detail workload of parcel/luggage & earning for the last three F.Y 2016-17, 2017-18 & 2018-19 upto Jan 2019 (306 days) which is as under:-

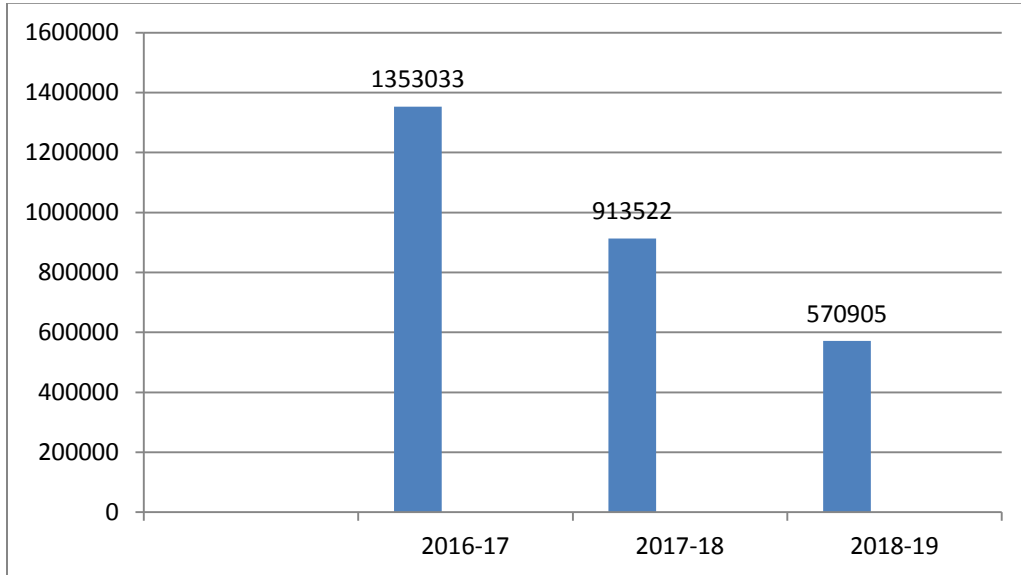
Year	Parcel & luggage traffic handled over UMB Division (Package in nos.)			Weight handled by LP/PP over UMB Division (in Qtls.)			Earning		
	Per yr	Per/ month	% decrease	Per/ yr	Per month	% decrease	Per yr	Per month	% decrease
2016-17	1353033	112753	--	535562.0	44630	--	276218624	23018219	--
2017-18	913522	76127	32.48	390913.0	32576	27	209312777	17442731	24.22
2018-19	570905	57090	49.36	183789.7	18378	58.82	115377422	11537742	49.87

Workload of Parcel & luggage traffic in terms of No. of packages, weight and earning is compared for the last three years i.e. FY 2016-17, 2017-18 and 2018-19 (upto Jan 2019) over Ambala division considering the base year 2016-17.

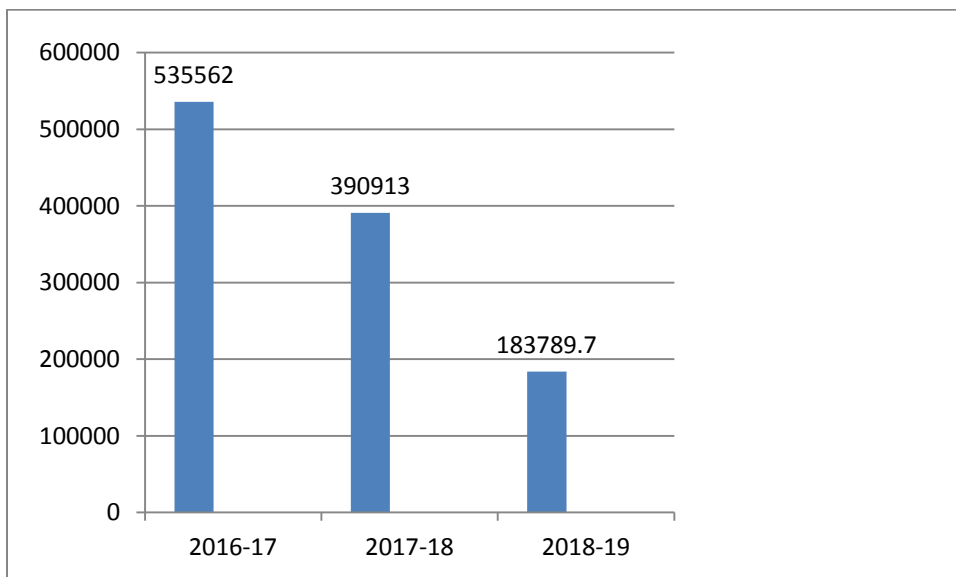
From the above table following observation have been observed as under

- Parcel and luggage traffic (in percentage) handled by LP/PP over UMB division has been reduced 49.36% in 2018-19 as compare to 2016-17
- Weight (in percentage) handled by LP/PP over UMB division has been reduced 58.82% in 2018-19 as compare to 2016-17

**Parcel & luggage traffic handled by Luggage/Parcel Porter over UMB Division
(Package in nos.) for the FY 2016-17, 2017-18 and 2018-19 (upto Jan-2019)**



**Weight handled by Luggage/Parcel Porter over UMB Division (in Qtls.)
for the FY 2016-17, 2017-18 and 2018-19 (upto Jan-2019)**



2.3.0 CRITICAL ANALYSIS

- Parcel handling at stations has for long remained one of the major concerns for the Railways. The changes due to modernization and system developments like rationalization, outsourcing, parcel traffic leasing of SLRs/VPs etc. are being done progressively so as to improve economy, eliminate wastages and achieve effective utilization of manpower resulting decrease the workload of parcel/luggage porter staff.
- From the perusal of the table No 2.2.3 it is observed that the workload of parcel/luggage porter staff has been decreased considerably.
- Parcel & luggage traffic handled by Luggage/Parcel Porter staff over UMB Division (Package in nos.) has been decreased by 49.36% in FY 2018-19 (upto Jan-2019) as compared to the FY 2016-17
- Weight handled by Luggage/Parcel Porter over UMB Division (in Qtls.) has been decreased by 58.82% in FY 2018-19 (upto Jan-2019) as compared to the FY 2016-17
- During the discussion held at various levels it has been observed that the parcel traffic is being diverted to road transportation due to its own inherent merits and conveniences.

The workload of parcel offices has declined due to the facts discussed above.

2.4.0 REQUIREMENT OF STAFF

2.4.1 The work study team has collected the station wise work load from divisional headquarters' office, which is annexed as annexure No III in the report. The team has taken into consideration, the yard stick in vogue (@4 MT/man/day), deployment of staff, held discussion at various levels, lease contract of SLRs/VPs etc while proposing the requirement of staff. The requirement of Parcel/luggage porters vis-à-vis existing workload at stations where the sanctioned strength of luggage porters has been provided by the Division.

2.4.2. Proposed requirement of staff:-

S No.	Sectional CMI	Station Code	Total inward & outward traffic of FY 2018-19 upto Jan (306 days)		Workload handled per day		Proposed requirement of staff @ 4 MT per man per day			CMI wise total requirement of staff
			Pkgs in No	Weight in Qtls	Pkgs in No	Weight in MT/day	Proposed staff	LR/RG @ 29%(12.5 + 16.5%)	Total staff (h+i)	
I	II	III	IV	V	VI	VII	VIII	IX	X	XI
1	NLDM	UHL	3570	2280	12	0.75	0.18	0.05	0.23	1.162 say 01
2		NLDM	3989	2356	13	0.77	0.19	0.06	0.25	
3		ANSB	0	0	0	0	0	0	0	
4		RPAR	8463	1268	60	2.11	0.52	0.15	0.67	
5		AADR	218	161	0.71	0.05	0.01	0.002	0.012	
6	BTI	BTI	74927	30751	245	10.05	2.51	0.72	3.23	4.228 say 04
7		BCU	61	27	0.2	0.09	0.05	0.05	0.05	
8		PUL	962	447	3	0.15	0.04	0.01	0.05	
9		TAPA	118	62	0.39	0.2	0.05	0.01	0.06	
10		BNN	6599	3104	22	1.01	0.25	0.07	0.32	
11		MET	2249	1069	7	0.35	0.09	0.03	0.12	
12		AMH	880	389	3	0.13	0.03	0.008	0.038	
13		GILL	7834	3466	26	1.13	0.28	0.08	0.36	
14	ABS	GDB	8610	3467	28	1.13	0.28	0.08	0.36	2.16 say 02
15		MOT	15083	14509	49	4.73	1.18	0.34	1.52	
16		ABS	9351	2707.7	31	0.88	0.22	0.06	0.28	
17	CDG	DKT	770	429.21	3	0.14	0.04	0.01	0.05	13.9 say 14
18		GHG	40	15.6	0.13	0.005	1	0.003	0.0013	
19		CDG	564679	131461	1845	42.96	10.74	3.11	13.85	
20		CNDM	130	58.14	0.42	0.02	0.005	0.001	0.006	
21	SIR	SIR	4729	3719.4	15	1.21	0.3	0.08	0.38	0.38
22	UMB	UMB	190072	64709	621	21.14	5.28	1.53	6.81	6.96 say 07
23		UBC	3378	1447	11	0.47	0.12	0.03	0.15	
24	KLK-SML	KLK	11297	5032	40	1.64	0.41	0.12	0.53	0.90 say 01
25		TSL	2	1	0.007	0.003	0.0008	0.0002	0.0001	
26		DMP	12	6	0.04	0.002	0.0005	0.0001	0.0006	
27		SOL	2525	755	8.34	0.25	0.06	0.01	0.07	

28		KDZ	87	318	0.28	0.1	0.025	0.007	0.032	
29		JTO	327	152	1	0.05	0.01	0.003	0.013	
30		SML	4967	2493	16	0.81	0.2	0.06	0.26	
31		SHZ	32	14	0.1	0.005	0.001	0.0003	0.0013	
32	PTA	RPJ	4797	1739	15.68	0.57	0.14	0.04	0.18	1.56 say 02
33		PTA	19718	10557	64.43	3.45	0.86	0.25	1.11	
34		NBA	1108	1524	0.04	0.5	0.12	0.03	0.15	
35		DUI	2974	1181	9.72	0.36	0.09	0.03	0.12	
36	SAG	SAG	294	90.8	0.96	0.23	0.06	0.02	0.08	0.69 say 01
37		SFMU	12542	5358	41	1.75	0.44	0.13	0.57	
38		LHA	105	31	0.34	0.01	0.003	0.009	0.0039	
39		JPS	584	220	1.9	0.07	0.02	0.006	0.026	
40		UKN	121	60	0.4	0.02	0.005	0.001	0.006	
41		BXC	91	39	0.3	0.01	0.003	0.0009	0.0039	
42	SRE	RAA	67	77	0.22	0.03	0.008	0.002	0.01	8.37 say 08
43		VJUD	12214	10885	40	3.58	0.009	0.26	1.16	
44		SRE	121361	68416	397	22.36	5.59	1.62	7.21	
Total										40

V = wt in quintal for FY 2018-19 up to Jan-2019 (306 day)

VII = $V/306 \times 10$ = wt in MT/day

VIII = VII/4 (yard stick @ 4MT/Man/day)

2.4.3 : CMI wise the sanctioned , proposed staff and Surplus/Shortage of Parcel/Luggage porter staff over Ambala division is as under:

S No	Sectional CMI	Station	Sanctioned strength	CMI wise requirement of staff	Surplus (+) Shortage (-)
1	NLDM	Una Himachal	1	1	--
		Nangal Dam			
		Anandpur Sahib			
		Rupnagar			
		Amb Andaura			
2	BTI	Bhatinda	15	4	11
		Bhuchchu			
		Rampura Phul			
		Tapa			
		Barnala			
		Malerkotla			
		Ahmadgarh			
		Gill			
3	ABS	Giddarbaha	--	2	-2
		Malout			
		Abohar			
4	CDG	Dhulkot	6	14	-8
		Ghagghar			
		Chandigarh			
		Chandi Mandii			
5	SIR	Sirhind	3	--	3
6	UMB	Ambala Cantt.	31	7	24
		Ambala City			
7	KLK-SML	Kalka	2	1	1
		Taksal			
		Dharampur Hm			
		Solan			
		Kandaghat			
		Jutogh			
		Simla			
		Summer Hil			
8	PTA	Rajpura	9	2	7
		Patiala			
		Nabha			
		Dhuri			
9	SAG	Sangrur	--	1	-1
		Sunam USWA			
		Lehra Gaga			
		Jamalpur Shai Khan			

		Uklana			
		Barwala			
10	SRE	Barara	22	8	14
		Yamunanagar			
		Saharanpur			
Total			89	40	+ 49

The above table reveals that the proposed requirement of PP/LP comes to 40 against the sanctioned strength of 89 and 49 posts are identified as surplus under the administrative control of Sr DCM/UMB over Ambala division and recommended for surrender.

RECOMMENDATION NO.1

It is proposed that 49 posts of luggage porters/parcel porter in Gr. ■5200-20200-1800 identified as surplus under the administrative control of Sr DCM/UMB over Ambala division and recommended for surrender.

SUGGESTIONS FOR IMPROVEMENT IN WORKING

1. It is suggested to further increase lease out SLR to private agencies to facilitate expeditious movement of parcel traffic, curtail claim cases and increase efficiency.
2. As parcel handling at stations is one of the major concerns for Railways with growing parcel traffic, parcel loading/unloading and its handling at platforms has become chaotic & cause of major inconvenience to the commuters/passengers at station. Therefore it is proposed that UMB division can also **adopt/ consider the procedure of outsourcing of parcel handling activities at major stations by appointing one agency for handling parcel activities in line with Delhi division** in consultation with concerned department of division as per guidelines issued vide Rly Board's letter No. *18/Transf.Cell/traffic/parcel-clock & waiting room dated 09.01.2018* for bringing about improvement in parcel services..

2.5.0 The position of leasing of SLR, AGC/VP over UMB division:

The work study team collected the position of leasing of SLR, AGC/VP from the divisional HQ which is annexed as Annexure No IV in the report and the summarized position is as under:

S No	Train No	Compartment allotted	Contract Value per day	Tender Contract Value per annum	Validity of contract
1	14218	RSLR-I	15800	5767000	5 yr
2	14218	FSLR-II	15500	5657500	5 yr
3	22356	FSLR-II	19500	7117500	5 yr
4	22356	FSLR-I	19500	7117500	5 yr
5	22458	RSLR-I	18157	6627305	5 yr
6	22926	FSLR-II	32252	11771980	5 yr
7	22686	RSLR-I	43777	15978605	5 yr
8	22686	FSLR-II	40796	14890540	5 yr
9	22688	RSLR-I	44472	16232280	5 yr
10	12312	RSLR-I	48813	17816745	5 yr
11	12312	FSLR-II	44343	16185195	5 yr
Total Earning				125162150	

The above table reveals that Ambala division is earning @ Rs 125162150/- per annum from the lease holders of the above mentioned 11 trains.

3.0.0 FINANCIAL IMPLICATIONS:

After the implementation of the work study recommendations following are the financial implications.

SN	Category	Pay scale + Grade pay ■■	No. of posts	Rec. No	Monthly value per posts ■■.	Total annual recurring saving ■■.
1	Luggage porter	5200-20200+ 1800	49	1	41944 /-	24663072/-
Total			49			24663072/-

No. of posts identified as surplus: -

Group 'C'= NIL
Group 'D'= 49 posts
Total = 49 posts

Anticipated recurring saving = ■■ 246.63 lakh per annum
Capital saving = Nil
Total saving = ■■246.63 lakh per annum

4.0.0 PRODUCTIVITY

4.1.0 The total annual expenditure on sanctioned strength of Luggage/Parcel Porter staff working under CPS over UMB division is as under:

S	Category	Pay Scale + Grade Pay	Monthly value per posts	Sanctioned strength	Total annual expenditure in ■■■
1	L/Parcel Porter	5200-20200+1800	41944/-	89	44796192/-
Total				89	44796192/-

The above table reveals that the railway incurs ■■■ 44796192/-per annum on the sanctioned strength of 89 posts of Luggage/Parcel Porter staff.

4.1.1 The annual expenditure on the proposed Luggage/Parcel Porter staff working under CPS over UMB division will be as under:

S	Category	Pay Scale + Grade Pay	Monthly value per posts	Proposed staff	Total annual expenditure in ■■■
1	L/Parcel Porter	5200-20200+1800	41944/-	40	20133120/-
Total				40	20133120/-

The above table reflects that after the implementation of the work study report, the annual expenditure on the proposed staff will come to ■■■ 20133120/- Therefore the annual expenditure will be reduced from ■■■44796192/- to ■■■20133120/-

WORK STUDY REPORT DETAILED CHART

Department : - Commercial

Name of study : - Work study report on review of luggage/parcel porters staff
Working in commercial department over Ambala division

Activity centre: - Luggage/parcel activities under the jurisdiction of sectional CMI over
Ambala Division

S N	Station	Brief description of workload	Actual staff deployed	Work Study recommendations	Representati ve workload
1	Section of CMI NLDM, BTI, ABS, CDG, SIR, UMB, KLK- SML, PTA, SAG & SRE Over Ambala Division	Loading and unloading of luggage/ parcel packages	SS= 89 posts OR= 67 posts Vac=22 posts	SS= 89 posts Staff proposed =40 posts Staff identified surplus=49 posts	Loading and unloading of luggage/ parcel packages over Ambala division

LIST OF ANNEXURES

S.N.	Description	Annex. No.
1	GM/C.P.C letter No. 16-CP/02/WS/19-20 as authority to conduct the study	I
2	Stations wise sanctioned and on roll position of luggage porter staff over UMB Division.	II
3	Station wise number of packages and weight handled by luggage porters during the FY 2018-19 upto Jan-2019 over UMB Division.	III

STATION WISE SANCTIONED AND ON ROLL POSITION OF LUGGAGE PORTER STAFF
WORKING OVER AMBALA DIVISION.

S. No.	Sectional CMI	Station	Station code	Grade Pay in ■	Sanction strength	On roll	Vacancy (Excess+ Shortage-)
1	NLDM	Raimehtapur	MTPR	■ 5200- 20200+1800	1	1	0
2	BTI	Bhatinda	BTI		13	12	-1
3		Rampura Phul	PUL		1	1	0
4		Maler Kotta	MEY		1	1	0
5		Ahmedgarh	AMH		0	1	+1
6	CDG	Chandigarh	CDG		6	5	-1
7	SIR	Sirhind	SIR		1	-	-1
8		Khanna	KNN		2	2	0
9	UMB	Ambala Cantt	UMB		30	21	-9
10		Ambala City	UBC		1	1	0
11	KLK/SML	Kalka	KLK		1	0	-1
12		Simla	SML		1	-	-1
13	PTA	Rajpura	RPJ		2	2	-
14		Patiala	PTA		4	3	-1
15		Duri	DUI		3	3	-
16	SRE	Yamuna Nagar Jagadhri	YJUD		6	2	-4
17		Saharanpur	SRE		16	12	-4
Total					89	67	22

Salient features of work study report No. 16-CP-02/WS/2019-20

Sub: "Work study report on review of luggage/parcel porters staff working in commercial department over Ambala division"

1. Staff Position:

- i) Sanctioned strength of luggage/parcel porters = 89
- ii) On roll strength = 67
- iii) Vacancy = 22
- iv) Proposed staff = 40
- v) Identified as surplus for surrender = 49

2. Earning from Lease of trains over UMB division Rs. 125162150/- per year

3. Workload of Parcel & luggage traffic in terms of No. of packages, weight and earning is compared for the last three years i.e. FY 2016-17, 2017-18 and 2018-19 (upto Jan 2019) over Ambala division considering the base year 2016-17. It was found that Parcel & luggage traffic, weight and earning is in decreasing trend

- Parcel & luggage traffic 49.36% decreasing
- Weight 58.82% decreasing
- Earning 49.87% decreasing

4. Outsourcing of Parcel activities at major stations in Ambala division in line with Delhi division as advised vide Rly Board's letter No. 18/Transf. Cell/traffic/parcel-clock & waiting room dated 09.01.2018 for bringing about quantum improvement in parcel services.

5. SLR/FSLR of 11 trains are working on lease basis over Ambala division.

6. Financial implication:

Anticipated recurring saving	=	■246.63 lakh per annum
Capital saving	=	Nil
Total saving	=	■246.63 lakh per annum