

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD

No. 2014/M(L)/649/2(Mech. Shield)

New Delhi, dt. 19.01.2016

Chief Mechanical Engineers,  
All Indian Railways.

**Sub: Criteria of Mechanical Engineering Shield presented on the occasion of  
Railway Week National Award Function.**

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Board (MM) have approved the updated criteria of Mechanical Engineering Shield presented on the occasion of Railway Week National Award Function, 2016. The updated criteria of the Shield are as under:


26 performance parameters as per Annexure I have been defined. The Performance of each Railway in respect of the items 1 to 11, 13, 14, 15, 23, 24 and 25 shall be assessed by comparing the level of improvement/deterioration achieved in a particular calendar year with its own average performance for the last three years. In case of remaining items the criteria will be as per Annexure I.

Each Railway shall be given a ranking for each of the parameters as per their improvement/deterioration in the particular area. The best performing Railway (showing maximum improvement) shall be given 16 marks for that parameter, the second best 15 marks and so on while the worst performing Railway shall be given 1 mark.


The weightage of marks for Diesel Traction, Coaching, Freight and Workshop will be 50 marks each, making a sum total of 200 marks and to this, discretionary marks maximum upto 25, will be awarded by MM taking into account various extenuating circumstances.

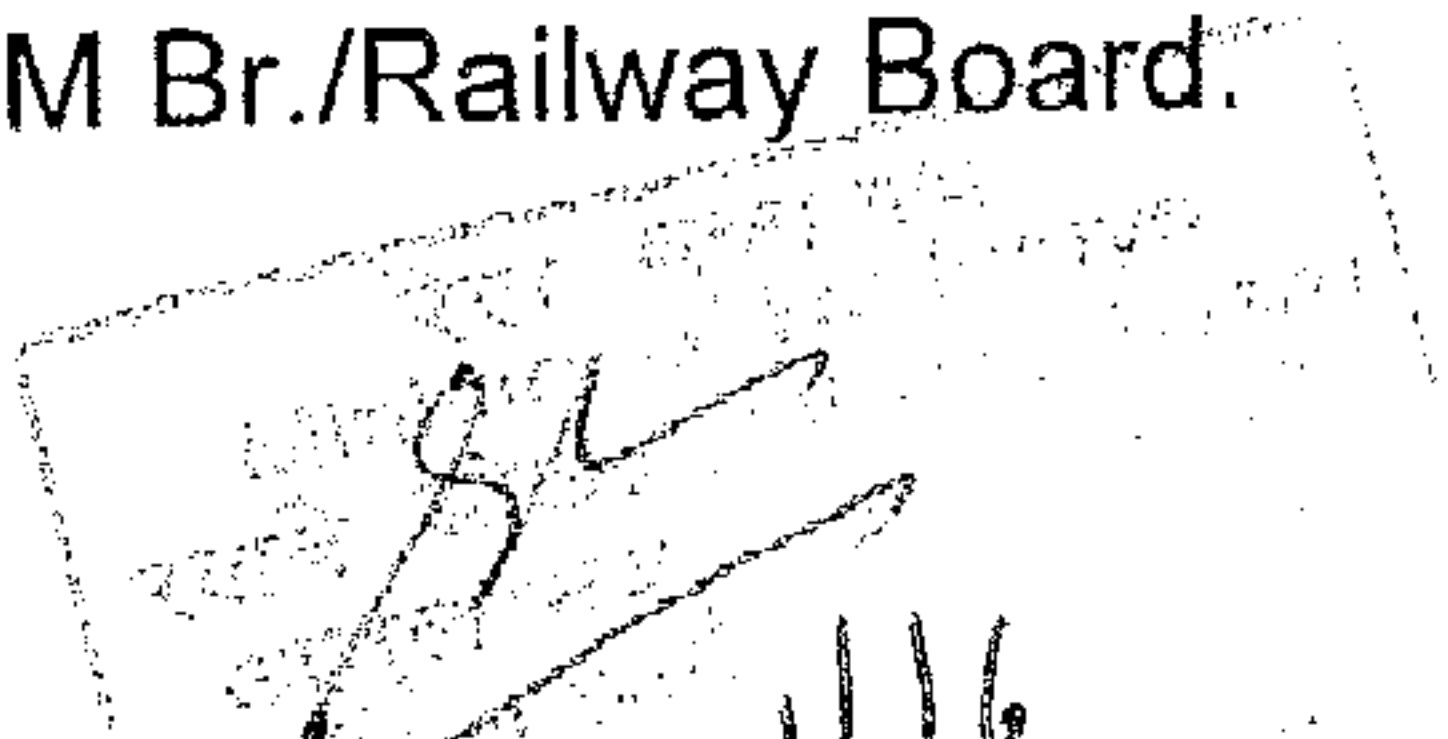
The Railway scoring the maximum marks out of a total of 225 marks shall be awarded the Mechanical Engineering Shield for the particular year.

DA: As above.

  
(Alok Kumar Misra)  
Dir. Mech. Engg. (Tr.)  
Railway Board

Copy to: EDME/Tr., EDME (Freight), EDME (Chg.), EDME (W)/ Railway Board.  
US/O&M Br./Railway Board.

  
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## CRITERIA FOR MECHANICAL SHIELD

	Existing Criteria	Proposed Criteria
<b>Diesel traction</b>		
1	Punctuality	Punctuality
2	Equipment failures	Equipment failures
3	Availability	Availability
4	Specific fuel consumption	Specific fuel consumption
5	Unit cost of maintenance	Unit cost of maintenance
<b>Coaching</b>		
6	Enroute coach detachment	Enroute coach detachment
7	Secondary coach detachment	Secondary coach detachment
8	Ineffective %age	Ineffective %age
9	"C" schedules done	<b>Reduction in complaints on account of cleanliness and amenities.</b>
<b>Freight</b>		
10	Train Partings	Train Partings
11	Ineffective %age	Ineffective %age
12	ROH outturn	<b>ROH outturn</b> (a) 30% for improvement in outturn w.r.t. last year (b) 70% for achieving targets set by Railway Board (c) Full marks only when they achieve outturn in excess of 10% above the original target set by Railway Board.
13	Local passing in ROH depots	Local passing in ROH depots

Workshop		
14	Local passing of wagons in POH shops	Local passing of wagons in POH shops
15	Local passing of coaches POH shops	Local passing of coaches POH shops
16	POH outturn- Loco	POH outturn- Loco (a) w.r.t. Target (b) w.r.t. last year actual
17	POH outturn- Coach	POH outturn- Coach (a) w.r.t. Target (b) w.r.t. last year actual
18	POH outturn- Wagon	POH outturn- Wagon (a) w.r.t. Target (b) w.r.t. last year actual
19	Diesel loco failures within 180 days of POH	POH outturn of DEMU (a) w.r.t. Target (b) w.r.t. last year actual
20	Coach detachments within 90 days of POH	Coach detachments within 100 days of POH (Reduction w.r.t. last year)
21	Sick marking of wagons within 90 days of POH	Sick marking of wagons within 90 days of POH (Reduction w.r.t. last year)
22	Incentive performance	Incentive performance (No. of AT reviewed, Ratio of DW to EIW, Load lifted/DW, % Incentive)
23	Unit cost of POH- Loco	Unit cost of POH- Loco
24	Unit cost of POH- Coach	Unit cost of POH- Coach
25	Unit cost of POH- Wagon	Unit cost of POH- Wagon
26		IMS Certification of Workshops