

APSEB ASSISTANT ENGINEERS' ASSOCIATION

(Regd.No: 1185 of 1977)



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To
The Director / Transmission,
AP TRANSCO,
Vidyut Soudha ,
Hyderabad .

Hyderabad,
Dt:16.02.2016

Sir,

Sub: - APSEB Assistant. Engineers Association - Request for arranging
Subordinate staff, Work Load Norms & Facilities prior to
Implementation of SRPC NORMS for Line Patrolling.

Ref: 1. Lr.No.CPS / SP / 121/SRPC-General / Vol.1 / D.No.18 /14 ,
Dated : 19.06.2014
2. Lr.No.CE/TR/SE-Lines/DE-Lines & CC/F.Patrolling Protocol
/D.No.031/14, dt.25.07.14.

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It was communicated vide reference 2 & 3 cited above, wherein it was
instructed to implement the patrolling of overhead transmission lines
formulated by SRPC. In this connection it is to submit that prior to the SRPC
guide lines, the patrolling of lines is being carried out by AE, ADE, DE & SE
as per the *existing* protocol guidelines of APTransco (AP Transco Technical
reference book Vol-II 3.7.3) as indicated below:

1. AE - 10% of his jurisdiction per month
2. ADE - 5% of his jurisdiction per month.
3. DE - 30 Km + all the SS in the Division every six months.
4. SE - 15 Km + all the SS in the Circle in a year.

In SRPC Guide lines clause 3.0 it is clearly mention that the detailed
schedule of patrolling is to be checked out for each line by various levels i.e.,

workmen to Executive and the frequency of Patrolling to be carried out by Junior Staff, Senior Engineer and Executives is as indicated below:

Sl.No.	Section/ Terrain	Frequency and By		
		Quarterly by Junior staff	Six monthly by Senior Engineer	Yearly by Executive
1	Normal	Quarterly by Junior staff	Six monthly by Senior Engineer	Yearly by Executive
2	Vulnerable	Bi-monthly (Once in two months) by Junior staff	Once in four months by Senior Engineer	Half yearly by Executive
3	Most Vulnerable	Monthly by Junior staff	Quarterly by Senior Engineer	Half yearly by Executive

In this the category of employees are Junior staff to Executive which is nothing but workmen cadre to Executive. The cadre and qualifications for the above different employees are as mentioned below by comparing with Power Grid Corporation of India:

Junior Staff	:	Linemen/ Technicians	-	ITI
Senior Engineer	:	Senior Engineer	-	Diploma
Executive Engineer	:	Executive Engineer	-	Graduate

Where as in AP Transco the different cadre and qualifications of employees compared with SRPC and PGCIL are as mentioned below

Junior Staff	:	Linemen/Line Inspector	-	ITI
Senior Engineer	:	Sub-Engineer	-	Diploma
Executive Engineer	:	Assistant Engineer	-	Graduate

In AP Transco there are no regular workmen cadre employees i.e. linemen, Line inspectors and foremen in Lines Sections. There is only contract workers i.e. CBD Gang in Lines Sub-Division. The next cadre which was mentioned by SRPC was Sr. Engineer which accounts to Sub-Engineers in AP Transco, which are also not available in Lines, Sections.

The PGCIL authorities have revised the patrolling norms based on SRPC Norms and the details of patrolling norms in different regions are mentioned below:

Sl.No	Section/Terrain	Frequency and By		
		Technicians (ITI qualification)	Junior Engineer (Diploma)	Executive (B.Tech)
1	Normal	4 months	4 months	20 months
2	Vulnerable	3 months	3 months	15 months
3	Most Vulnerable	Every month	Every month	5 months

In reference(2), The Chief Engineer/Power Systems, Vidyut Soudha was instructed to follow the SRPC guide lines without mentioning the equivalent cadre in AP Transco compare with SRPC guide lines.

The following problems are facing for following the SRPC Guide lines in AP Transco:

1. There are no Linemen or ITI regular employees in Lines Section.
2. There are no Sub-Engineers in Lines Sections.
3. Most of the Existing AE/Lines are given one or two Sub-Stations for maintenance also.
4. There is no classification of line in APTRANSCO as per SRPC norms.
5. Some of the AE/Lines have jurisdiction > 500 CKM, some of them have < 200 CKM, irrespective of line classification. Even in the existing jurisdiction some of AE/Lines have 100% most vulnerable lines, some of them have combination of three types of lines i.e., Most Vulnerable lines, Vulnerable line and Normal Lines, few have 100% normal lines. So, there are no uniform work load norms for the present APTRANSCO norms itself i.e., few AEs are over burdened and few are lightly loaded. So if we implement SRPC norms for AE/ Lines in the Executive cadre with present works their work load norm increases 1.5 to 2.0 times.
6. It is also a fact that in a single day one person can cover upto a maximum of 5 CKM in Plain/Agriculture lands, 4CKM in Hillyareas or forest areas which accounts to 40-50CKM per month (By considering 10 camps per month, exclusively for patrolling of lines). So if we

implement with the present structure the Junior staff or Sub-Engineer or Executive will get more than 50CKM per month. Which is not possible for effective working.

7. There are certain lines which pass through thick reserve forest (Ex: Srisailem Lines in Nallamalla Tiger Reserve Forest), AE/ Lines and staff are facing the following problems
 - a. Forest officials are denying permissions to enter into forest for patrolling and maintenance of lines
 - b. AE/Lines along with CBD gang have encountered with wild animals every times in such reaches. The staff have threat from wild animals. So it is requested to arrange 2Nos. Armed Security persons for safeguarding the life's.
 - c. Such reaches needs regular tree cutting, if not the threat from wild animals increases much due to non-visibility. The existing CBD Gang are overburdened by patrolling of lines, Special patrolling of lines when ever lines trippings occurred, Break down works and even they are being used for Sub-Station work. So tree cutting works may issued for such reaches to separate contract works/ other agencies.

**Hence the Association is submitting the following proposals
before implementation of SRPC norms:**

1. Every Lines Section must contain 1 to 2 Sub-Engineers and 3 Nos. Linemen cadres with 10 Nos. CBD Gang.
2. Provide separate vehicle for Executive (AEs in AP Transco) cadre for patrolling of lines.
3. Fix the work load norms based on the classification of lines (Most Vulnerable, Vulnerable and normal) and Length of the line.

For example: If we fix the length of the line is 300CKM for executive cadre (AE in AP Transco) with different categories of lines the monthly target is mentioned below

Sl.No.	Section/ Terrain	Difference in Classification of lines		
		M.V-100%-300 CKM	M.V-50%-150 CKM	M.V-25%-75 CKM
		V-Nil	V-25%-75 CKM	V-25%-75 CKM
		N-Nil	N-25%-75 CKM	N-50%-150 CKM
1	Normal	-	$75/12 = 6.25$ CKM	$150/12 = 12.5$ CKM
2	Vulnerable	-	$75/6 = 12.5$ CKM	$75/6 = 12.5$ CKM
3	Most Vulnerable	$300/6 = 50$ CKM	$150/6 = 25$ CKM	$75/6 = 12.5$ CKM
Monthly target for Executive		50 CKM	43.75 CKM	37.5CKM

In some of the lines sections are having only Most Vulnerable line like Srisailam and some are having combination of different classification of lines. Hence it is requested to consider the type of

classification for fixing work load norms and as per work load norms increase the posts of AE/Lines accordingly and strengthen the sections with Sub ordinate staff i.e., Sub-Engineers, Linemen/ Line inspector.

4. When compare to the SRPC guide lines AP Transco guide lines are more effective, as it is having the supervision of Asst. Divisional Engineer, Divisional Engineer and Superintending Engineer. The APTRANSCO norms just lack the classification of lines.

Thanking you sir,

Yours faithfully,

T. Raghavendra
for N.KIRAN KUMAR,
PRESIDENT.

Copy submitted to:

1. The Chairman & Managing Director, APTRANSCO
2. The Director/Projects, APTRANSCO
3. The Chief Engineer/Transmission, APTRANSCO
4. The Chief Engineer/Vijayawada Zone, APTRANSCO
5. The Chief Engineer/Kadapa Zone, APTRANSCO
6. The Chief Engineer/Vizag Zone, APTRANSCO