



सत्यमेव जयते

MINUTES

of

The PNM Meeting

between

Railway Board

and

All India Railwaymen's Federation

held

on 12th & 13th December, 2014

**MINUTES OF THE PNM MEETING HELD BETWEEN RAILWAY BOARD AND
AIRF ON 12TH & 13TH DECEMBER, 2014**

MEMBERS PRESENT

OFFICIAL SIDE

FEDERATION (AIRF)

S/Shri/Mrs.

- | | |
|--------------------------------------|--|
| 1. A.K. Mital, Member Staff | 1. Shri Rakhal Das Gupta, President |
| 2. Dr. M.K. Budhalakoti, DG/RHS | 2. Shri Shiva Gopal Mishra, Genl. Secy. |
| 3. Mahesh Mangal, AM(Tele) | 3. Shri N. Kanniah * |
| 4. Pankaj Jain, AM(CE) | 4. Shri J.R. Bhosale |
| 5. R. Vatash, AM(ME) | 5. Shri C.A. Rajasridhar * |
| 6. Arvind Khare, AM(PU) | 6. Shri K.L. Gupta |
| 7. M. Akhtar, Adv.(Staff) | 7. Shri Ch. Sankara Rao |
| 8. Dr. Anil Kumar, Adv.(Health) | 8. Shri A.M.D' Cruz |
| 9. M.C. Chauhan, Adv.(RE) | 9. Shri Ch. Gandhi |
| 10. S. Manohar, Adv.(Signal) | 10. Shri S.K. Pandey |
| 11. Alok Ranjan, Adv.(L&A.) | 11. Shri R.D.Yadav |
| 12. Sanjiv Garg, Adv.(Safety) | 12. Shri Harbhajan Singh Sidhu |
| 13. B.N. Mohapatra, Adv.(Accounts) | 13. Shri S.K. Brahma |
| 14. Ragini Yechury, EDE(IR) | 14. Shri Mukesh Mathur |
| 15. Dr. S.K. Sabharwal, EDH(G) | 15. Shri Mukesh Galav |
| 16. Alok Kumar, EDCE(G) | 16. Shri Salil Lawrence |
| 17. A. Madhu Kumar Reddy, EDPM | 17. Shri Venu P. Nair * |
| 18. Sunil Mathur, EDV(T) | 18. Shri R.C. Sharma |
| 19. Sanjay Chadha, EDME(W) | 19. Shri Goutam Mukherjee |
| 20. Vijaylaxmi Kaushik, ED(Safety)-I | 20. Shri N. Satpathy |
| 21. Tanveer Ahmed, EDF(X)-I | 21. Shri Manoj Behra |
| 22. Sanjay Lavania, EDF(E) | 22. Shri Nitin Pradhan * |
| 23. Robin Deka, EDPC-I | 23. Shri Sisir Chandra Majumdar |
| 24. Neera Khuntia, EDPC-II | 24. Shri Rajinder Singh |
| 25. Arvind Kumar, EDE(N) | 25. Ms. D. Shaleel |
| 26. R.R. Prasad, ED(T&MPP) | 26. Ms. Champa Verma |
| 27. P.P. Sharma, EDE(G) | 27. Shri Ashis Biswas |
| 28. Amitabha Khare, EDE(RRB) | 28. Shri Basant Chaturvedi # |
| 29. K. Mal, ED(Res.) | 29. Shri L.N. Pathak # |
| 30. Achal Jain, ED(L&A)-I | |
| 31. K.P. Yadav, Director (T&C) | * attended on 12 th December 2014 only. |
| 32. Ramesh Kumar, Director (L&A) | # attended on 13 th December 2014 only. |
| 33. Manish Jain, DME(P)-I | |
| 34. A. Rastogi, DME(PU) | |
| 35. A.K. Misra, DME(Tr.) | |
| 36. R. Gopalakrishnan, DTT(POL) | |
| 37. Sushil Kumar, DEE(PS) | |
| 38. K. Shankar, DE(P&A) | |

OFFICIAL SIDE

FEDERATION (AIRF)

39. D. Mallik, DE(IR)
40. Madan Lal, DE(LL)
41. Lily Pandeya, DE(GC)/ DE(N)-II
42. Rekha Yadav, Director (Sports)
43. Suvomoy Paul, JDE(G)

SECTION A: INTRODUCTION

Member (Staff) as chairman of the meeting addressed the gathering as under:

Shri Rakhil Das Gupta, President/AIRF, Shri Shiva Gopal Mishra, General Secretary/AIRF and other representatives of the AIRF, my colleagues in the Railway Board, I extend a hearty welcome to all of you to this meeting of PNM/AIRF.

2. This meeting we are having after a long gap of time. In fact Mr. Mishra has been personally pursuing with me for this meeting to be held as early as possible. Due to my prior engagement and the two charges I am holding, I was finding it difficult but I could not say 'no' to Mr. Mishra and we are having this meeting. I am sorry for the delay.

3. AIRF has been playing a significant role in maintaining harmonious Industrial Relations over Indian Railways and hope that the spirit of solving the problems through mutual consultation, dialogue and discussions will continue.

4. In our system, we have system of formal negotiations and discussions with Federations. We have informal channel of discussions also and the President, Genl. Secy. and other office bearers also meet us informally on various issues and we have been taking action on them. In fact I have always felt that there has to be a system of getting feedback of about functioning of Railway system whether it is through formal channel or informal channel and I find Federations have played a very active role in this regard.

A positive feedback helps us in overcoming of our shortcomings and improving the system that we have, so that we are able to have a satisfied lot of workers who can deliver their best.

5. I briefly touch upon the performance of Indian Railways during the last 7-8 months. As far as performance of the Indian Railways is concerned, during April to November 2014, we have carried freight traffic of 713.11 million tones which is 35.33 million tones i.e 5.24% higher compared to the same period of last year. However, during the same period, Railways have witnessed a downward trend in number of passengers. Till November 2014, Railways carried 5581.33 million passengers which is 81.21 millions i.e. (-)1.43% lower in comparison to no. of passenger booked over the same period of last year. During this period, our earnings were ₹98,812.62 crore which is 11,597.11 crore i.e. 13.3% more than the last year. However, the growth is slightly lower than budgeted growth of 14.5% over 2013-14. As far as our working expenditure is concerned, till November, 2014, it has been ₹75,780.30 crore which is about 6,839.34 crore i.e. 9.92% more against the same period of the last year.

On safety front, somehow our performance is not very good. There has been some increase in consequential train accidents. I would request or I would appeal to Federations that most of these accidents have been on account of human failure and we can do something to improve our safety scenario by taking care of our assets, it will be better because even one accident in our system tarnishes the image and spoil all the good work that has been done by our hard working employees throughout the year.

6. Our Prime Minister has launched 'Clean India Campaign (Swachh Bharat Abhiyan)' and our officers and staff have been doing their best to keep the stations and trains clean and I compliment all of them but this is an exercise which is not one time exercise, we have to see that this is done on continuous basis and we keep our premises clean. There are various decisions that have been taken during the year. One big step that we have taken in consultation with Federations was to maintaining the PLB to 78 days even though as per the working calculations it was working out to be much less and I would like to thank Federations for their cooperation and Minister for his magnanimity in maintaining the 78 days' bonus which was ultimately ratified by Cabinet also. I am aware of the issues and some of the new initiatives that new Government is taking which is bothering our employees and Federations, particularly on FDI. We had a meeting where both the Federations were invited and we had told the Federations about how the things are going to move and it was made very clear by Minister as well as in the Meeting that we had with both the Federations that existing operations, existing area of work is not going to be affected. What we are short of funds and basically it is a private investment which that is coming and it is not privatization, but Federations have lot of reservations and those reservations were brought to the notice of Hon'ble MR also. In fact after this change of Ministry, even the new Minister was also wanted a discussion with both the Federations and the day that discussion was to be held somehow accident took place in Mau and Minister had to go. But very soon, I think he will fix a date calling both the Federations and sharing with them and also try to appreciate the view point of Federations and taking further action. I think I should not take much of time and we should straight away come to the Agenda Items after introduction by Federation's officials and I hope discussions in this PNM will be very very useful as have always been and I am sure we will be able to resolve many of the outstanding issues that we will be discussing.

Shri Rakhal Das Gupta, President AIRF, thanked Member Staff for calling the meeting.

Shri Das Gupta stated that the Negotiating Fora, i.e. PNM and DC/JCM, have been made ineffective, causing serious dissatisfaction amongst the Railwaymen.

He stated that last PNM meeting was held between Railway Board and AIRF on 16/17.01.2014. The agenda for the current meeting was submitted on 05.06.2014. There was inordinate delay in holding of PNM meeting.

He stated that last DC/JCM was held on 26/27.06.2012. The Secret Ballot Election was conducted from 25 to 27th April, 2013. The distribution of seats between two federations were done as per the number of unions affiliated to the Federations who could secure recognition as per the result of Secret Ballot. The same procedure has been followed for distribution of seats in the NC/JCM. The order of which has been issued with the approval of the Cabinet Secretary, who is the custodian of JCM Scheme. But the Railway Board has taken a plea that the seats should be distributed according to total number of votes poled in favour of each Federation. This is quite in contrary to the procedure and principle followed in the matter of Distribution of seats in DC/JCM and NC/NCM after the Secret Ballot in the year 2007 and seats in NC/JCM after 2013 election.

He cited a classical example followed in the matter of recognition of opposition leaders in Lok Sabha. The Congress Party secured 19% votes but could not secure 10% of seats in

Lok Sabha and they have not been granted the status of opposition party. This matter was referred to the Attorney General of India who had also upheld the decision that Number of elected representative should be criteria for granting the status of opposition leader. He stated that number of seats in DC/JCM should be distributed according to the number of Unions secured recognition during 2013 Secret Ballot.

He stated that Item No.5/2009 – “Daily allowance to Staff Car Driver” was an agreed item, but this decision has not yet been implemented and contrary action has been taken. He cited that as per decision of PNM meeting held between Railway Board and AIRF on 27.10.1967 orders were issued vide para(iii) of Railway Boards letter No.E(L)67NM1-8 dated 04.12.1967, wherein it was decided that PNM decision which could not be implemented, should be informed to the Federations well before the next meeting. But the same was not followed and unprecedented action of forming a committee as to whether this decision should be implemented or not. The AIRF strongly registered its protest against this arbitrary action of the Railway Board.

Shri Das Gupta stated that the Railwaymen are seriously agitated on the decision of the Govt. to induct 100% FDI in Construction, Operation and Maintenance of Indian Railways, the Notification for which has been issued on 22.09.2014 by the Govt.

He stated that total capital of Indian Railway is ₹2.89 lakh crore as on 2012 – 2013. Out of that internal generation of capital is ₹1.05 lakh crore which is 36.59% of the total assets of Indian Railway. These assets of 36.59% has been created by the railwaymen through their sweat and blood and the Railwaymen are emotionally attached with the Indian Railway.

The Indian Railway has been undertaking social service obligation. During the period 2008 – 2009 and 2012–2013 Social Service Obligation was to the tune of ₹79,903 crore. During the same period an amount of ₹26,147 crore has been paid as Dividend to General Revenue, an amount of ₹36,000 crore has been paid as lease charges for the same period.

He cited that the government was generous enough towards Corporate Houses and total tax revenue forgone on Corporation Tax, Excise Duty and Custom Duty during the year 2011–2012 was ₹4.84 lakh crore, while there is increase to 5.25 lakh crore during next year i.e. 2012–2013.

He mentioned that railway is the causality of political decision. Passenger fare was increased @ 0.24% per year between the period 2001 to 2012–2013 while the Wholesale Price Index was increased between 7% to 10% and Consumer Price Index between 8% to 11% during the same period.

He cited that while other infrastructure growth was 5.2%, 2.8% and 6.6% during the years 2007–08, 2008– 09 and 2009–10 respectively, Indian Railway’s growth was 9.8%, 7.7% and 8.8% respectively during the same years.

He stated that Indian Railway which has been called upon to discharge social responsibility the General Revenue should reimburse the social service obligation and the

railway should be exempted from payment of Dividend to the General Revenue and Lease charges to IRFC.

He stated that there should not be any over capitalization as the same will be counter-productive.

Shri Das Gupta stated that the Railway employees appointed on or after 01.01.2004 should be exempted from the purview of New Pension Scheme. On the demand of AIRF, Railway Minister has addressed a letter on 29.03.2014 to the Union Finance Minister recommending exemption of Railwaymen from the purview of NPS and to cover them also under Pension and Family Pension Scheme.

Shri Das Gupta stated that PLB is a bilateral agreement. But the Railway Board of their own has formed a Committee to decide the parameter of PLB despite protest by AIRF.

The situation created due to non settlement of pending demands and over and above the decision for induction of FDI in Railways and attempt for dismantling of Railway Board and Railway Ministry, the 90th Annual Convention of AIRF held at Hubli from 18th to 20th November, 2014 had to take a painful decision to launch an indefinite strike in the Railways, where industrial peace is prevailing since 1974 without a single man-day loss.

He urged upon the Minister for Railways and Government of India to have negotiation settlement on all the above mentioned issues including pending Charter of Demands so that the Industrial peace in the Railway Industry is continued.

Shri Shiva Gopal Mishra, General Secretary AIRF, expressed serious concern over arbitrary decision of the government allowing 100% FDI to pave way for wholesale privatization of the Indian Railways and non-filling up of large-number of vacancies, particularly in Safety Categories.

He also mentioned that the dedicated Railwaymen have been feeling quite humiliated for the last six months since announcement of “Rail on Sale”.

He, thereafter, demanded immediate sanction of relief to victim Railwaymen of Hud-Hud Cyclone and flashflood in Kashmir Valley and to grant Special Casual Leave to those Railway employees who could not attend duty on this account during this period.

He further mentioned about timings of PRS Staff and demanded that their timings should be uniform over the entire Indian Railways, and should not be enhanced arbitrarily, with specific mention of East Coast Railway. He added, “in spite of decision of the Railway Board that the timings of the PRS Centre would not be enhanced without FJA, it is being done; that needs to be stopped.”

Talking about promotion of PWS to JE, he demanded that, special one-time exemption should be given by the Railway Board in their cases of inter-railway transfer.

While speaking on manning of five coaches by one Ticket Checking Staff, he mentioned that there had been a separate meeting with the MT on this issue, but as per assurance given by him, no amended instructions have been issued by the Railway Board till date,

clarifying that this will apply on end-to-end non-stop trains, and demanded that the orders in this regard issued by the Railway Board should be withdrawn immediately.

He further mentioned that, in case of appointment on compassionate ground on SWR in Hubli Division, those candidates who qualified in lower medical classification are not being absorbed in Hubli Workshop, and demanded that the SWR Administration should be instructed to offer appointment to such candidates of Open Line in Hubli Workshop. In this connection, he demanded that, clarification sought by the SWR Administration should be replied by the Railway Board at an earliest.

Shri Mishra brought to the notice of the Official Side that the SDGM/SWR is not attending PNM Meeting of AIRF affiliate, i.e. SWRMU, and similar is the case in Eastern Railway. As such, demanded that necessary instructions need to be issued by the Railway Board in this regard.

He emphasized that the scope of LARSGESS should be enhanced to cover other categories of the Railwaymen, which will provide dedicated staff having more loyalty towards the Railways and would also help a lot in filling-up of large-number of vacancies, particularly in Safety Categories.

He insisted on continuance of payment of Washing Allowance to those Artisans who have been promoted from the category of Trackmen.

Discussing open market recruitment through RRCs, he demanded that, keeping in view highly qualified staff, being inducted in GP ₹1800, GDCE should be arranged to fill-up vacancies on higher grade posts.

Shri Mishra further mentioned that, a large-number of categories have not been restructured, therefore, early meeting of the CRC should be convened for Cadre Restructuring of the left over categories.

He further demanded that, in case of private referral hospitals, the tenure of empanelment should be extended, well before their expiry. It has been found that, there use to be a gap of 06-12 months in renewal and the beneficiaries suffer. Therefore, some scheme should be envisaged, so that, there should not be any gap between expiry and renewal of referral hospitals.

Talking about the tenure of the CMPs and Contractual Paramedical Staff, Shri Mishra demanded that, it should be extended to 10 years to tide over the crisis of medical staff.

He further demanded that, the Cashless Medical Scheme should be immediately implemented for the Serving as well as Retired Railway employees and their family members.

He also demanded that the cadre of Supervisors and Ministerial Staff of RCF/RBL should be closed as there is serious sense of frustration prevailing in the staff due to promotions not being done on this account.

He also demanded provision of three more advance increments, apart from the existing, as announced by the Hon'ble MR.

He further demanded facility of treatment of both the parents of the Railway employees in the Railway Hospitals, as announced by the then Hon'ble MR as also facility of Railway Passes to them.

Talking about Homeopathic/Ayurvedic Dispensaries function under SBF, he demanded that the number of such dispensaries should not be decreased, and instructions to this effect should be issued by the Railway Board for immediate implementation.

He emphasized that the percentage distribution of Traffic Asstt. Cadre in Metro Railway Kolkata should not be disturbed.

He expressed serious concern that the Rail Coach Factory, Kapurthala, is still insisting on three years' Residency Period in case of promotion from Helper to Technician. As such, necessary instructions need to be issued to the said administration in this regard.

Shri Mishra said, "in Metro Rail Kolkata, hundreds of contractual employees, who have less than class 8th pass qualification, have been regularized in GP -1S(₹1300), and are not being given any increment and other benefits, which is against the rules." He, therefore, requested that they should immediately be brought into Grade Pay of ₹1800, treating their period as "on training" for six months, as has been done in other cases as per directives of the VI CPC over the Indian Railways.

Quoting example of Pakistan and Bangladesh Railways, Shri Mishra emphasized that, same circumstances of restructuring of the Indian Railways are being created, which will destroy our Indian Railways also, and later on that will be put for privatization. He said that, "if you do want to study privatization of other Railways, at least we must analyze condition of Pakistan and Bangladesh Railways as a case study."

Shri Mishra further said, "Railway Board has a policy of shifting of union office bearers. It is unfortunate that it is not being implemented on ECoR since last 2-3 years." He further said that, Railway Board's orders are explicitly clear that, in case of union officials, minimum one-year time will be given to the Branch for making arrangement.

Shri Mishra mentioned that Training Allowance is not being paid on some of the Railways in the name of paucity of funds.

Though Railway Board vide RBE No.95/2013 dated 12.09.2013 have clarified that about the rule of fixation of pay under Rule 13 on functional promotions in various situations where feeder and promotional posts have been placed in the same PB and GP and where merger is not feasible, it is unfortunate that on some of the Railways, these orders are not being implemented.

Shri Mishra stated that, on Metro Railway Kolkata, the policy of recruitment of Motormen has been changed without consulting the organized labour, with the result that, they are neither getting requisite number of Motormen from South Eastern or Eastern Railway. Moreover, Metro Rail is also deprived of dedicated cadre of Motormen. General

Manager, Metro Rail Kolkata has also written to Railway Board in favour of the Motormen separately for Metro Rail Kolkata, and therefore, the matter should be considered seriously.

Shri Mishra further stated that, there was an item for regularization of Construction Staff, who was working on BG Conversion on NE Railway. It was promised that, after screening whosoever is eligible would be regularized, but unfortunately, in the panel, only persons belonging to SC/ST Category were regularized. He demanded that other persons left in the same panel should also be regularized and this item should also be opened for discussion.

Shri Mishra also demanded that, in case of selection of CLI, the condition of 1X3 should be followed.

Section – B: MINUTES

DG/RHS

7/2011: Qualifying Service for eligibility of RELHS-97.

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22/2011: Retired Employees Liberalized Health Scheme RELHS.

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4/2014: Relaxation in Qualifying Service of 20 years for RELHS.

Official Side stated that the proposal to consider the demand in case of normal superannuation cases has not been agreed to by Finance Directorate. Federation strongly conveyed their discontentment as this was agreed to do so in the last PNM meeting. After consulting EDF(E) in the matter it was agreed to reconsider to cover those retired employees who joined late but retired at the normal superannuation age.

19/2012: Formation of Food Safety and Standard Act, 2006, Organize Railways.

Official Side stated that this has been processed and at each zone, provision of Food Safety Officer (FSO) has been made. However, a proposal for provision of FSO at Divisional level would be initiated.

49/2012: Eligibility criteria for accommodation in empanelled hospitals.

Necessary instructions have been issued to Zonal Railways vide Board's letter No.2011/H-1/11/90/SCR/Accommodation Criteria dated 25.08.2014.

(Closed)

55/2012: Sanction of adequate manpower for Central Hospital, West Central Railway, Jabalpur.

Federation was advised that West Central Railway has been instructed to (a) process the proposal regarding manpower planning of Non-gazetted Staff at Zonal level under General Manager's power and (b) Submit the proposal regarding manpower for Gazetted Officers to Railway Board on Bhubaneswar Model after Finance concurrence and General Manager's approval.

1/2013: Provision of Complimentary Passes and medical facilities to unmarried daughters after the death of parents.

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16/2014: Medical facilities to widowed/ divorced/ unmarried daughter after the death of parents and provision of Fixed Medical Allowance for them.

Position explained to the Federation and advised that the demand is not feasible of acceptance.

(Closed)

18/2013: Holding of Pre-Medical Examination – Staff kept on Sick List for years – Abnormal delay in setting-up of Medical Board–Belated declaration of medically invalidation – Compassionate ground appointment denied to the wards.

Position explained to the Federation.

1/2014: Medical reimbursement in case of Stem Cell Plantation.

Official Side advised that Stem Cell Transplant Therapy is a new technique and is under development process. The same has not been approved by Medical Council of India so far. Sanction of advance/reimbursement for such a treatment can be considered only after its approval by Medical Council of India.

(Closed)

2/2014: Compassionate ground appointment to the candidates having been declared medically unfit due to diabetes.

Official Side stated that medical standard cannot be relaxed for CG appointment as otherwise similar demand will come from other new appointees under direct recruitment.

(Closed)

8/2014: Merger of Northern and West Central Railway Health Units in Tughlakabad.

Matter is under examination at Northern Railway.

9/2014: Treatment taken in emergency directly from Government Hospital to be treated as Deemed Referred Case.

Provision relating to recommending reimbursement of full admissible amount in case the treatment has been taken in govt. Hospital in emergency is already available in Board's Letter No.2005/H/6-4/Policy-II dated 31.01.2007.

(Closed)

12/2014: Provision of hemodialysis facilities with health units, sub-divisional hospitals etc.

Board has already delegated the powers related to empanelling of private hospitals/ stand alone centres for referral of dialysis cases to General Managers of All Indian Railways and Production Units vide Board's Letter No.2013/H-1/11/82/Dialysis Policy dated 25/03/2014.

(Closed)

14/2014: AVC for the categories where there is no avenue of promotion of Group 'D' staff etc.

Matter is under examination.

23/2014: Decentralization of the powers to tie-up with Referral Hospitals.

It was advised that the matter is already under consideration at Board's level. Federation suggested that wherever rates are in accordance with rates prescribed by the CGHS, the same may be allowed to the Railway employees as well and power be delegated to the General Managers.

27/2014: Reimbursement of expenses towards purchase of Medtronic Insulin Pump in case of diabetic patients.

It was explained by the Official Side that Ministry of Health & Family Welfare has been consulted who have advised that provision for such reimbursement does not exist as other cheaper and efficient system for Insulin delivery/administration are available. However, on the insistence of the Federation, it was agreed to consider to the demand once again.

Adv.(safety)

26/2010: Implementation of the recommendation of the Railway Safety Review Committee, 1998.

Federation expressed their great concern on this issue and stated that where no accident occurred on SPAD, penalty of removal or dismissal from service should be stopped. Official Side mentioned that this issue has been placed before the Board more than once but the Board did not agree. On the Federation's insistence, it was agreed to put up papers to Board again for a review of the matter.

EDPM

10/2008: Manning of UTS and PRS Terminals by Commercial Staff – Reg'.

It was advised by EDPM that proposal for merger of Ticket Checking Cadre, Commercial Clerks and ECRCs has been sent to Establishment Directorate recently. Federation requested for a copy of the same which has since been provided to the Federation by EDPM.

25/2008: Provision of berths for Guards/Crew working spare.

AM(Traffic) will be requested to find a solution to this issue in consultation with Safety Directorate.

16/2012: Creation of additional posts of Ticket Checking Staff for manning new trains and additional coaches.

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33/2012: Creation of additional posts of ticket checking staff/TTE and filling up of existing vacancies in ticket checking cadre.

Zonal Railways have been asked to advise the action taken/proposed to be taken to create the posts of ticket checking staff as indicated in instructions issued vide Board's letter No.2012/TG-V/10/Committee dated 26.12.2013. The requisite information, as called for has been received from 12 Zonal Railways which has been furnished to the Federation. Other Zonal Railways have been asked to expedite requisite information.

30/2012: Shortage/excess of petty cash by the Commercial Clerks working on the Booking Counters.

It was agreed that a certain amount will be fixed in consultation with Vigilance and Accounts Directorates.

17/2014: Miseries being faced by the Ticket Checking Staff over the Indian Railways.

Comments on each of the issues raised by the Federation is enclosed as Annexure-I.

20/2014: Feeding of distance of the station for which BPTs are issued through UTS.

The matter is under consideration and CRIS has been asked to send the latest position in this regard.

28/2014: Revision of norms of manning of coaches.

Official Side stated that Zonal Railways have been asked to submit their views/comments and suggestions on the implementation of revised norms which will be obtained in 2 to 3 weeks' time and a decision will be taken after consulting the Federations. The Federation, however, expressed their strong objection to the revision and insisted that the order for revision of norms be kept in abeyance. It was stated that the views of Zonal Railways have been sought for examining the issue thereafter.

AM(CE)

16/2005: Package of allowance to Gangmen.

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39/2012: Implementation of recommendations of the Joint Committee on Package and Allowance to Trackmen.

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6/2013: Implementation of the already agreed to recommendations of the Joint Committee on Package and Career Progression for Trackmen.

Federation desired item-wise implementation report on each of the recommendations where orders have been issued. Federation stated that the benefit of promotion/ fixation may be reckoned from the date of issue of the first order i.e. 17/08/2012. Official Side agreed to examine this issue.

25/2013: Provision of pathway on the bridges.

Official Side advised that while it is not possible to provide pathway on each bridge on technical considerations, instructions already exists to provide safety refuges for long span bridges at 100m interval which can take care of railway staff working on the bridge. Federation stated that atleast safety refuge be constructed at each 25m interval.

EDV(T)

16/2011: Preventive checks by the Vigilance Directorate, Railway Board ordering transfers of the staff working in the Reservation offices to other divisions.

Discussed and closed.

(Closed)

6/2014: Declaration of personal cash by Train Escorting Staff (other than Commercial staff) over Eastern Railway.

As per the provision of IRCA Coaching Tariff No. 26, Part-I (Vol-I) Para-136, declaration of private cash by Railway staff who handle cash and/or in direct dealing with public are required before taking up duty. It includes amongst others, Ticket Collectors, Head TCs, CITs, TTEs, Conductors, Guards, CTIs and Coach Attendants including those from the Electrical discipline. Ceiling limits are laid down Commercial Circulars No. 65 of 2013 and No. 13 of 2014.

The IRCA Coaching Tariff No. 26 vide Para-136(C) also vested certain powers to Zonal Railways in the matter wherein it is stated that “the Zonal Railways, if they so feel, can add to the categories of staff mentioned above”.

Under the circumstances explained above, it is not considered appropriate for the Board to intervene in the matter.

EDF(X)I

56/2012: Reckoning of Running Allowance as Pay for the purpose of deduction of Income Tax –Enhancement in ceiling limit reg

Another reference has been made to Ministry of Finance to reconsider the request to enhance the rebate limit on Running Allowance by 25% vide Board's letter dated 23.05.2014, copy of which given to Federation.

EDF(B)

22/2013: Curtailment in the funds allotted to Zonal railways.

Discussed and closed.

(Closed)

AM(Mechanical)

54/2012: Modification of RITES Incentive Scheme – Approval of the Railway Board.

Information obtained from CWM/Wagon Workshop, SCR- Guntuaplli was furnished to the Federation.

9/2013: Improvement in the Crew Cabin and Guards' Brake Van.

Position of provisioning of Toilets and Air-conditioning in Diesel Locomotives was explained as under:-

Provision of toilet in Diesel Locos	<ul style="list-style-type: none">• Fitted urinal & wash basin in one WDG5 type locomotive.• DLW has floated tender for provision of toilet on 5 locos; tender due in January, 2015.• Space for toilet on WDG4D/WDP4D locos has been generated by converting mechanically driven compressor to motor driven compressor of under-slung design.• Prototype 5 locomotives would be made first; depending upon field performance and user feedback, further proliferation will be considered.
Provision of AC in Diesel loco cabs	It has been fitted in 20 locos and are under trials. DLW has already placed orders for large scale implementation and advised that they have programmed to provide all diesel loco cabs with ACs w.e.f. February, 2015.

Freight Brake Vans:

To improve condition of brake vans in freight trains and improve the comfort levels, it is decided to equip them initially with fan and light. Accordingly, RDSO has been instructed to get 50 brake vans built with axle powered generating equipment and an additional 50 brake vans with solar powered equipments for powering light and fan. After field trials of these new brake vans, Board will take a further view on adoption of suitable technology for this upgrade.

24/2014: Indiscriminate outsourcing in Production Units.

It was explained by the Official Side that PUs make appropriate 'Make' or 'Buy' decisions considering their capacity, capability and economics involved in such decisions. Outsourcing is a strategy adopted for increasing production and controlling costs. The limited outsourcing in certain activities is done depending on production targets and the product mix as and when the need arises after fully utilising available production facilities. However, the Federation was requested to specify any particular Production Unit where there is a problem. Federation raised the issue of outsourcing at RCF, Kapurthala. It was agreed that specific information related to outsourcing at RCF, Kapurthala, may be compiled by Federation and submitted to Railway Board for further examination and discussions.

30/2014: Payment of Incentive to Rail Wheel Factory Staff.

After discussions, Federation requested for a separate meeting with AM(PU) on this issue which was agreed to.

ED(S&E)

18/2014: Attempt to close down Statistical Wing of Accounts Department.

It was clarified by the Official Side that there is no proposal to close the statistical wing of NF Railway. However, affiliate of the Federation on the NF Railway has received a proposal from the NF Railway administration on this issue. The matter is under discussion at zonal level.

Adviser (Accounts)

24/2010: Implementation of New Pension Scheme and establishment of NPS Cells over the Indian Railways.

Federation was advised that this matter has been discussed in two separate meetings held earlier. Federation requested for a copy of the letter sent to the Zonal Railways which was provided during the meeting itself.

(Closed)

43/2012: Permission sought for holding of Special Appendix III(IREM) Examination for filling up of posts of Section Officer (Accounts), TIAs and ISAs by N.F. Railway and other Railways.

Official side stated that Appendix-III A(IREM) Exam 2012, Part-II was held from 31.01.2014 to 07.02.2014 and results since declared. A comparative statement of successful candidates was handed over to the Federation. Item finalised.

(Closed)

Adviser(L&A)

59/2006: Maintenance of Railway Colonies.

File has been put up for a separate meeting with ME. The AIRF was critical in the matter of inordinate delay in holding the meeting even after about a year of the decision.

21/2013: Provision for cooking facilities at outstations.

Board's instructions in this regard has been reiterated vide letter No. 2013/LMB-I/20/11 dated 04.09.2014 and railway has been advised for implementation of these instructions.

(Closed)

EDF(E)

48/2006: Washing Allowance to all Railway Employees who are supplied uniforms.

Federation demanded that in case of Trackmen/Gangmen where nature of work has not changed on career progression, washing allowance need to continue. It was agreed to examine the matter.

5/2009: Admissibility of Daily Allowance to Staff Car Drivers.

Official side conveyed that the matter has been re-examined but could not be agreed to. Federation was very much critical about the issue and mentioned that this was an agreed item. Federation insisted that agreed decision should be implemented.

5/2012: Covering pre-1.1.2004 temporary status employees under Old Pension Scheme.

Necessary instructions have since been issued in this regard for covering pre-01.01.2004 temporary status employees who had joined as substitutes before 01.01.2004 but were regularized after 01.01.2004 vide Board's letter No.2012/ F(E) III/1(1)/2 dt. 29.10.2014.

(Closed)

3/2014: Non-charging of annual increment in case of prolonged sickness followed by sad demise of Railway employees.

The matter has been referred to the Nodal Ministry i.e. Ministry of Personnel and Public Grievance (DoP&T). Their advice is awaited.

Director, E(Sports)

10/2012: Out of turn promotion to the sportspersons on sports account.

Discussed and closed.

(Closed)

Adviser Elect.(G)

37/2012: Genuine grievances of AC Mechanics in Technician grades.

Meeting with Board (ML& MM) will be held shortly.

25/2014: Revision and standardization of electrical fittings in the staff Quarters.

Official side advised that –

1. At present Railways are providing the scale of electrical fitting as per the directives issued vide Board's letter No.99/Elect(G)/136/1 dated 17.3.05 keeping in view of the requirement.
2. Board vide letter No.2009/Elect(G)/156/1 Pt.II dated 25.09.12 issued directives for provision of AC point in type III staff quarters in a phased manner.
3. As per Board's directive contained in letter dated 17.03.2005 regarding scale of electrical fittings, General Managers may consider such changes as may be necessary to suit individual variation in layouts, local conditions and other relevant factors.
4. Further, Railway Board vide their letter No.2013/ LMB/10/15 dated 11.12.2013 has issued the scale of fittings in all newly built quarters taking in consideration of modernization and basic needs of Railway staff.

Revision of scale of electrical fitting for existing staff quarters is under examination in consultation with Finance Dte.

EDE(N)

43/2002: Review of system of construction reserve posts for non-gazetted staff.

As per discussions with Federations, comments had been asked from Civil Engineering , Electrical and S&T Directorate. Comments are still awaited from S&T Directorate.

35/2006: Grant of incentive to railway employees deputed on gauge conversion project of Lumding –Silchar Section of N.F. Railway.

Orders issued vide Letter No.E(NG)II/2006/PO/NR/10 dated 03.01.2014.

(Closed)

4/2010: Filling up of vacancies in Grade Pay ₹1800.

After discussions, the item was closed. However, the Federation wanted that the practice of reserve/stand by panel should be reintroduced in view of the fact that the recruitment has now been decided to be held every 2 years instead of every year. It was agreed to examine the case.

(Closed)

22/2010: Appointment on compassionate grounds to the wards having physical disability 20% and above.

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22/2012: Grant of compassionate appointment to the ward of deceased employee who has been declared medically unfit against general vacancies and even not being considered against Physically Handicapped Quota due to ward's having 30% disability.

This is under discussion with DOP&T vide letter No.E(NG)II/2012/RC-1/Gen/6 dated 28.12.2013 and reminder on 28.11.2014.

6/2011: Denial of Pensionary benefits to nearly 1,400 Substitutes in East Central Railway.

Instructions have been issued by Finance Directorate vide Board's Letter No.2012/F(E)III/1(1)/2 dated 29.10.2014.

(Closed)

21/2011: Implementation of recommendations of 6th CPC – Merger of grades – Revised classification and mode of filling up of non-gazetted posts.

The matter is regarding induction of DR element in CMS in RDSO. Views of RDSO have been sought in this regard vide Letter No.E(NG)II/2004/RR-1/5/ Pt dated 01.09.2014.

25/2011: Selection for J.E. Pay Band ₹9300-34800 – Eligibility thereof-CG appointees after 3 years of training and 3 years of experience.

The issue has been examined in consultation with ED(T&MPP) who has made some suggestions which are under examination in E(NG). A copy of these suggestions will be provided to Federations for their views.

4/2012: Special concessions/ facilities to the Railway employees working in Kashmir Valley.

Meeting has been held with General Secretary/AIRF on 20.11.2014 on this issue. Information has been provided to AIRF vide letter No. E(NG)II/2006/PO/NR/10 dated 08.12.2014. Federation's remarks are awaited.

20/2012: Employees medically unfitted under provisions of para 522 (2) (1) of IRMM vis-à-vis need for initiation of D&A proceedings.

The reference of Central Railway has been replied vide letter No.E(NG)I/2012/RE-3/4 dated 12.08.2013.

(Closed)

21/2012: Promotion of Group 'D' staff (Helpers Grade-I and II) in Workshops, Divisions, Diesel/ Electrical/ EMU Loco Sheds and Production Units against Direct Recruitment Quota.

As per instructions of 07.08.2006, Group 'D' staff were given an exemption for promotion against DR quota till 31.07.2007. Federation's demand for extension of this cut off date has not been agreed earlier and on demand of Federation, views of Northern Railway and Western Railway have been sought which are still awaited. Federation requested for another one time exemption as provided in 2006-07 in view of stagnation in Group 'D' category. It was agreed to examine the request.

31/2012: Transfer of staff working in sensitive post- Problem of Children Education.

Federation in its meeting with EDE(N) asked for following the system introduced by Northern Railway. Letter has been written to Northern Railway for a copy of procedure. As soon as the documents are received from Northern Railway, the demand of Federation will be put up to Board for decision.

41/2012: Filing-up the posts of Bridge Inspector Grade-III/Junior Engineer (Bridge) (pre-revised pay scale ₹1400-2300/9300-34800, PB-II GP ₹4200).

This issue is under examination in consultation with Civil Engg. Dte. Federation requested for an early meeting with ME.

45/2012: Appointment on compassionate grounds in the event of death of husband and wife who are both Railway employees.

This has not been agreed to by Railway Board. GS/AIRF affiliated union in South Western Railway mentioned a peculiar case of the spouse also dying after having remarried and got a child. He was asked to have a reference made from South Western Railway which will be examined on merit.

48/2012: Revision of rate of incentive for acquiring higher academic/technical education during service.

The matter has been referred to DOP&T on 06.01.2014 and reminders issued on 19.08.2014 and 27.11.2014. Reply awaited.

53/2012: Provision of compassionate ground appointment in place of medically de-categorized Railway employees.

Federation's request for considering spouse for CG appointment in case of medically decategorization has been agreed to and instructions issued vide RBE No.22/2014 dated 04.03.2014.

(Closed)

3/2013: Procedure for selection for promotion from GP ₹1800 to GP ₹1900 against Departmental Promotion Quota.

Revised guidelines have been issued on the basis of recommendation of CVC. Federation provided a copy of Board's instructions of 1976 in support of their case. It was decided to examine the case by linking Railway circulars.

7/2013: Choice of posting staff rendering 5 years service on Udhampur-Srinagar-Baramullah Rail Link Project.

Instructions have already been issued vide our letter No.E(NG)I/2014/TR/1 dated 14.03.2014.

(Closed)

13/2013: Non-finalization of latest Avenue of Promotion Chart in case of Parliament Catering Staff after implementation of VI CPC recommendations and merger of grades.

Federation requested for better promotional avenues to these staff. They were requested to provide their proposal which would be re-examined.

14/2013: Regularization of fresh face Substitutes engaged in Bikaner Division of North Western Railway.

The final report from CBI has still not been received. The Federation insisted that the clearance report from CBI has been received by Vigilance Department of North Western Railway and passed out to CPO/NWR. It was agreed to get the details from NWR again.

16/2013: Appointment on compassionate ground to the wards of medically de-categorized staff.

Meeting has been held with Federation and suggestions given by them will be examined.

17/2013: Allotment of proper grade pay in favour of Traffic Asstt. of Metro Railway, Kolkata.

The issue is being dealt with by Pay Commission Dte. who are examining the proposal of GM/Metro Railway.

19-A/2013: Absorption of contract paramedical staff in Railway Services.

It was pointed out by Administration that absorption of ad-hoc para medical staff cannot be agreed to. Federation wanted a relook into the subject which would be beneficial to both the Railways and concerned persons. The Federation also requested for a separate meeting in this regard.

30/2013: Fixation of pay of disabled/medically unfit running staff on being appointed against alternative (stationary) posts in revised (6th CPC) pay structure.

The issue of effect of instructions of 30.04.2013 from 01.01.2006 was discussed with the Federation on 26.11.2014. Details of cases have been sought from NWR and Southern Railway. The issue is still under examination.

21/2014: Non-regularization of the Substitutes after 120 days of their engagement.

The issue relates to RWF/Bangalore and they have informed that they are revising their local policy. RWF will be reminded about the revised policy within a month. On receipt of the same a separate meeting will be held, if necessary.

26/2014: Allotment of GP ₹1800 in PB-I to Commercial Porters and Safaiwalas of MTP Railway Kolkata.

Matter is under examination.

EDPC-II

26/2008: Upgradation of Horticulture Staff.

The Federation was advised that the issue has been re-examined and it is seen that there is no cadre of Horticulture Staff in ER, SCR, ECoR, SECR & SWR and there is no cadre posts in GP ₹4200 & ₹4600 in CR, SR, SER, RCF & Metro Rly. Besides this, recruitment criteria of Technical Supervisors in Civil Engg. Department and Horticulture Inspectors/Supervisors is different. Therefore, separate cadre restructuring of Horticulture Staff at par with Technical Supervisors is not feasible at this stage.

16/2009: Granting of Additional Allowance in favour of Loco and Traffic Running staff-extension of recommendation of VI CPC.

Ministry of Finance have been pursued on the issue from time to time. Hon'ble MR had also raised the issue with Hon'ble FM vide his letter dated 28.02.2014. Concurrence of Ministry of Finance is still awaited.

26/2011: Grant of parity to the Stenographers working in the Zonal Railways.

The Federation was advised that Ministry of Finance has not agreed to the demands of parity of Stenographers working in Zonal Railways. AIRF insisted for a separate meeting on this issue.

6/2012: Merger of all Permanent Way Supervisor with Jr. Engineer (P.Way).

It was emphasised that issue of upgradation and merger of 100% posts of P.Way Supervisors ₹4500-7000 + ₹100 S.A with that of JE-II in scale of pay ₹5000-8000 had been considered by the Cadre Restructuring Committee (which also included representatives of the recognised Federations) and after taking into account various factors, it had recommended upgradation and merger of 17.26% only of P.Way Supervisors with JE-II based on functional considerations. This was accepted by Board/MR and accordingly instructions were issued vide Board's letter No.PC-III/2003/CRC/6 dt.09.10.2003

Further on demand of the Federations for 100% upgradation & merger of P.Way Supervisors with JE-II, a committee of Senior Officers of Railway Board was constituted to examine the issue. The committee went into the background of the issue in great detail and recommended that upgradation of 17.26% posts of P.W. Supervisors as J.E.II was justified being based on functional requirements and did not warrant any change. Board had also accepted to recommendations/findings of the Committee.

Subsequently, on demand from Federation for upgradation of P.W. Supervisors to higher grade pleading that restructuring has disturbed relativity of pay scales of P.W. Supervisors with other Supervisors, the category of Track Supervisor (erstwhile P.Way Mistries/Supervisors Permanent Way) had been phased out and the category of Sr. P.Way

Supervisor in pre-revised scale ₹5000-8000 was introduced vide Board's letter dated 22.03.2007. Federation had also agreed to such dispensation.

Federation demand for merger of Sr. P.Way Supervisors with JE/P. Way was also considered by Board and accordingly instructions for merger of Sr. P. Way Supervisors with JE/P. Way were issued vide Board's letter dated 03.07.2013. In view of the above, the Federation's demand for merger of P. Way Supervisors with JE w.e.f. 01.11.2003 is not acceptable. Moreover, the case is sub-judice and listed for hearing in Supreme Court in January, 2015.

15/2012: Fixation of pay of the staff promoted after 1.1.2006 on par with directly recruited staff in the same grade pay.

Federation was advised that separate methodology for pay fixation of direct recruits and those appointed through promotion are based on the recommendations of Sixth Central Pay as accepted by the Government as applicable to all Central Government Employees. Clarification on the issue has been issued vide Board's letter No.PC-VI/2010/I/RSRP/1 dated 17.02.2010 and 16.08.2011 in consultation with Ministry of Finance.

A similar issue was raised by Federation in National Anomaly Committee and government has not accepted the demand raised therein. Incidentally, certain cases have been filed by aggrieved employees before various benches of CAT and matter is subjudice. Further, in a specific case viz-OA No. 302/2011 (Rameshwar Adhatroa & Anr. Vs. UOI & Ors.), CAT/Bangalore has decided the issue in favour of Union of India.

(Closed)

26/2012: Fixation of pay of Running Staff.

The Federation was advised that the matter has been examined in detail and it had been clearly indicated that Fixation Table (FTR1-7) issued separately for running staff are applicable only for existing running staff for their initial fixation of pay. While Rule.8 of the Railway Services (Revised Pay) Rules, 2008 clearly stipulates that the entry level pay in the Pay Band at which the pay of employees appointed as direct recruits on or after 01.01.2006 to a particular post carrying specific grade pay is to be fixed as provided in Section II of Part A of the First Schedule of these Rules. These provisions are applicable to all the employees including running staff, appointed on or after 01.01.2006. The position had already been clarified to South Western Railway vide Board's letter No. PC-VI/2011/Z/3 dated 04.07.2011. The position had also been advised during last meeting held on 16-17 January, 2014. As such item may be finalized.

42/2012: Fixation of Pay of Section Officers of the Accounts Department who were promoted after 01.01.2006 opting to switch over to the revised pay structure from the date of promotion under Rule 5 of RS(RP) Rules, 2008.

The matter was examined in consultation with Ministry of Finance and a detailed reply was given to AIRF vide Board's letter No.PC-VI/2012/IR-A/4 dated 03.01.2014.

The Federation has stated that Board's reply dated 06.01.2014 will be examined by them. It is reiterated that court cases are pending on the issue of pay fixation based on notionally upgraded pay scale and the matter is subjudice.

51/2012: Serious injustice done to the category of Claims Tracers.

The Sixth Central Pay Commission had recommended upgraded Scale of ₹4500-7000 (pre-revised) corresponding to PBI with Grade Pay ₹2800 to Sr. Commercial Clerks in pre-revised Scale ₹4000-6000. The Commission has also recommended for grant of PBI with Grade Pay ₹2800 to Sr. Office Clerk in pre-revised scale ₹4500-7000. As there is no specific recommendation for higher pay structure for the category of Claims Tracers, normal replacement pay structure of PBI with Grade pay ₹2400 has been granted to them as recommended by the Sixth Central Pay Commission.

Eastern Railway has advised that there is no grievance of Claims Tracer for their restructuring and they have not raised any claims at the material time or even after expiry of 34 years in this regard. Further, no representation has been received from Claims Tracers of the relevant period who might have been eligible for such benefit at the material time. Further details will be provided to Federation to examine the issue further.

5/2014: Avenues of promotion of Senior Supervisor in Scale S-13 to S-14 Group 'B' (Gazetted) on railways.

The Federation was advised that the methodology of pay fixation to be followed in case of promotion to functional and non functional placement of various group of running staff in the revised pay structure w.e.f. 1.1.2006 has been further clarified vide Board's letter No.PC-VI/2011/IC/1 dated 22.05.2014.

The Federation pointed out that the cases of promotion from Sr. Asstt. Loco Pilot to Shunter and Sr. Shunter to Loco Pilot (Goods), Sr. Goods Guard to Passenger Guard be re-examined in the light of the discussion.

22/2014: Revision of percentage distribution of posts of Track Maintainers.

It was explained to the Federation that the detailed instructions regarding norms for promotion and Residency Period to be followed in the case of Track Maintainers have been issued vide letter No.E(NG)I-2012/PMS/1 dated October, 2014.

The Federation requested that it is a belated justice administered to these categories of staff and as such relaxation in residency period may be granted as one time exception.

EDPC-I

2/2013: Allotment of higher pay scale to Accounts Staff of Indian Railways with retrospective effect from 01.01.1996 rectifying the errors of the Ministry of Railway's letter No.PC-VI/ 98/1/11/23 dated 07.03.2003.

The Federation demanded for grant of upgraded pay scale to Account Staff on actual basis w.e.f 01.01.1996 instead of 19.02.2003 on the basis of Kerala High Court's order in WP(C) No. 22276 of 2007 as the SLP filed against that order has been dismissed by the Hon'ble Supreme Court. Official Side explained that while dismissing the SLP in that matter the Supreme Court has not gone into the merit of the case. Further, in subsequent order in another case of Sudama Singh, the Hon'ble Supreme Court have restricted the benefit to the petitioners involved in that case only and directed to adjudicate new cases on merit. As such benefit of Kerala High Court's order cannot be extended to all the Account Staff. Meanwhile, about five new cases have been filed before the CAT, as such matter is sub-judice.

5/2013: Grant of 30%HRA to the staff working at Ghatkesar at par with the staff working in GHMC limits.

The official Side explained that the Dependency Certificate sent by South Central Railway was not acceptable to the Ministry of Finance. South Central Railway has, therefore, been requested again to furnish the revised Dependency Certificate in the requisite form expeditiously which is still awaited.

8/2013: Arbitrary constitution of Empowered Committee to finalize a mechanism for a new formula for Running Allowance.

It has been decided that the Empowered Committee may be kept in abeyance till the recommendations of the 7th CPC are received.

(Closed)

10/2013: Implementation of Hon'ble Supreme Court's judgement treating upgradation of posts under cadre restructuring not as promotion for granting financial upgradation under MACP Scheme.

It was decided to hold a separate meeting on this issue with EDPC-I.

11/2013: Fixation of Stipend for Apprentice JEs selected through LDCE during their training period.

It was agreed to reiterate the existing relevant provisions of IREM.

26/2013: Modified Assured Career Progression Scheme for railway employees – Clarification.

Federation pointed out that DoP&T's original order has not been followed in this matter and certain changes have been made by this Ministry while circulating the DoP&T order. Official side explained that the orders of DoP&T have been adopted totally and the last sentence in the instructions have been incorporated after consulting DoP&T. It was decided to hold a separate meeting on this issue with EDPC-I.

Director (T&C)

56/2006: Indian Railway Tourism and Catering Corporation – Catering staff on deputation.

File re-submitted to Board by Estt. Dte.

29 (A): Grievances of the commission vendors/bearers of Catering Department of Indian Railways.

29(B): Compassionate ground appointment to the wards of commission vendors/bearers of Railway Catering services.

29 (C): Issue of Form-16(A) to the commission vendors.

Necessary instructions have been issued to the Zonal Railways regarding absorption of commission Vendors/Bearers in Railway services over Indian Railways as per available vacancies by giving them three opportunities for absorption with complete relaxation of educational qualification in compliance of various Court orders including order passed Hon'ble Supreme Court in this regard.

Accordingly, All Commission Vendors/Bearers working in departmental catering units of different railways whose age is below sixty years should be absorbed in the railway service with immediate effect in group "D" post(now in group-C in PB-1 grade pay ₹1800).

In case of those Commission Vendors/Bearers who are absorbed as Group "D" staff on the Railways, direct compassionate appointment to their widow/ward will be permissible as per the extant rules in case of their death or medical incapacitation before their retirement. All Commission Vendors/Bearers should retire at an age of 60 years. Also, legal heir or deceased commission vendors/bearers cannot be appointed as commission vendor as per extant rules.

As far as comparing commission vendors with coolies are concerned, it is submitted that Commission Vendors/Bearers were engaged by the Railways on Commission basis hence their engagement cannot be compared with coolies etc.

No instruction regarding issuing of Form 16-A reg. TDS towards Income Tax deposit has been issued by T&C Dte., Railway Board. However, comments have been sought from IRCTC and CCM/Northern Railway and the same is still awaited.

Section – C: SUMMARY

TOTAL NUMBER OF ITEMS DISCUSSED	CLOSED	BALANCE
94	22	72

Annexure - I

The issues raised by Federation as stated above and comments of the Board on the same are as under:

S.No	Issues raised	Comments
1	To launch a National Helpdesk 24X7 with a unique number throughout the Indian Railways, so as to provide assistance regarding passenger complaints	At present, there is no proposal to launch a unique 24X7 National Railway Helpline for lodging passenger complaints. However, EDPG and Director (PG)'s official phone numbers have been given in Trains At a Glance for assistance of passengers. Similarly phone numbers of public grievances officers at Zonal and at Divisional levels have been given in Zonal Railways Time Table.
2	To provide security arrangement for on duty Railway Staff including Ticket Checking Staff because they often confronted to public agitation and one Shri Sanjeeva Rao, TTE/SC Railway had lost his life in an unlawful incidents.	Instructions, have been issued from Security Directorate to RPF staff, on board the train and at station, to render necessary assistance to TTEs, whenever required. However, it will not be possible to make security arrangement for each and every TTE due to inadequate strength of RPF personnel.
3	Filling up of all vacant posts of Ticket Checking Staff.	All out efforts are being made to fill up the posts of Ticket Collectors/Ticket Examiners. Second stage written examination for filling up of 3445 posts of Ticket Examiner/Ticket Collector (under CEN No.04/2010) was held on 19.01.2014. Panel for about 1100 RRB empanelled candidate have already been supplied to indenting Railways and balance are also expected to be supplied in next 2-3 months.
4	Fare hike should be advised in such a way that it take effect prospectively, as there are unnecessary dispute between ticket checking staff and the passenger while collecting the pending amount, in case same is effective from a former date.	The suggestion is noted and shall be examined before next fare hike.
5	There should no unlimited Waiting List of passengers on the trains to avoid unnecessary conflict between the passenger and ticket checking staff.	There is prescribed limit, for each class, upto which waiting list tickets can be issued. Waiting list tickets are issued to discourage any attempt at cornering accommodation on trains by

		unscrupulous elements and to ensure that intending passengers are not turned away by these elements, on false pretext of non-availability of tickets.
6	The target for collection for the ticket checking staff should be rationalized, not to impose undue stress on them.	During the year 2014-15, target as fixed, in respect of detection of ticketless/irregular travel cases, is 10% over target or achievement of 2013-14, whichever is higher. No target has been given in respect of amount of railway dues realized from the above mentioned cases. The quantum of target, as fixed for detection of cases of ticketless/irregular travel, during the current financial year, is necessary/essential, taking into account the challenge, involved in meeting targeted growth of number of passengers and PKM, which has been set around 5% and 10% respectively.
7	Ticket Checking Staff should not be misused in other than ticket checking works like passenger enquiry, announcements.	Zonal railways have already been advised that ticket checking staff should not be deployed on non-ticket checking duties and released them from these jobs. The copies of Board's letter in this regard is enclosed.
8	Minimum recruitment qualification should be enhanced to Graduation in wake of latest technology being adopted in ticketing system, like e-ticket, i-ticket etc.	Decision has been taken by Establishment Directorate to enhance minimum qualification for all NTPC categories (including that of Ticket Collector) in Pay Band-1 (Grade Pay: Rs.1900 to Rs.2400) to Class 12 th Pass (+2 Standard), wherever the present qualification is matriculate. This has approval of Board(MS).
9	Ticket Checking staff should be provided with the facilities which are available for other running staff i.e. Guard and Locomotive Crew. It may be appreciated that demand relating to provision of adequate facilities in the TTEs running Rooms on par with other running staff being a genuine grievance of the ticket checking, Joint Committee of the Executive Directors at Railway Board's level was also formed to study and recommend necessary improvement, which too submitted its report on	A detailed report, as to the present status of implementation of report of Joint Committee of the Executive Directors on improvement in TTEs rest houses has been called for (copy enclosed). Apart from all out efforts are being made for filling up vacancies in ticket checking cadre as indicated in Item No.03 above, 2500 additional posts of ticket checking staff have been sanctioned by Board to meet the additional requirement of ticket checking staff.

	<p>14.11.2013. It is a matter of concern that there no qualitative improvement in TTEs Running Rooms with the result that the staff are still constrained to face acute hardship. Non-provision of adequate Ticket Checking Staff for manning reserved coaches as also to check ticketless travel is not only causing undue hardship to them but also resulting in substantial revenue loss to railway</p>	
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