

MEETING WITH ADDITIONAL MEMBER (MECH.)

On 24.07.2013, IRTSA delegates had a meeting with Sri.Hemanth Kumar, AM (Mech.)/Railway Board during his visit to ICF. IRTSA delegates welcomed him with shawl and they fondly remembered his tenure at ICF at various capacities. Sri.M.Shanmugam, Central President/IRTSA made a power point presentation on "Adverse effects on Railway Board's decision to outsource production of coaches as a whole to private companies".

Earlier a special staff council meeting was convened with Sri. Hemant Kumar, AM (Mech.). In the meeting Sri.K.V.Ramesh, Staff Council Member & JGS/IRTSA welcomed the member and stated that as CME/ICF, he has pioneered the approval for the formation of an exclusive Supervisory Club and expressed his thanks and stated that being AM(ME) Rly. Board, he would have to take care the needs of the Staff of ICF and Technical Supervisors.

He also expressed deep anguish of entire ICF family on the burning issue viz. handing over of the drawings & Technical details to private companies, which cannot be accepted since it will be a threat to the future of ICF. He explained that Railway Board has decided to purchase 390 coaches from private companies at a higher cost of Rs.120 crores. Further cost escalation will happen due to the application of Price Variation clause. These private companies will not have any responsibility in the quality and performance of the coaches supplied by them, since the vital items like steel, overhead & electrical equipments and wheel sets are supplied by Railways free of cost.

He explained that, in the 42 Mechanical workshops, nearly 1.55 lakhs of employees and around 10,000 Tech. supervisors are working. These Workshops are having 6,800 acres of a land. Out of which only around 850 acres (14%) are being used in the covered shed. Another 10,000 acres of land is available with these workshops in the form of Township. Railway Board should try to utilize this huge infrastructure which has been created over the period of time by the Government by huge investment. These workshops must be optimally utilised to enhance the production capacity of Railways. Due to the introduction of LHB Stainless Steel coaches which are having a POH schedule of 36 months against the existing 18 months, these workshops' infrastructure will become surplus. On the one side, in the 12th Five year Plan Board has decided to keep 1 lakh staff vacancy unfilled, in order to save Rs.14,000 crores and on the other side Board has decided to outsource the Coaches at much higher cost. The existing procedure of procuring coaches from BEML Bangalore with the price CAP equivalent to the ICF production cost should be continued.

On explaining the issues of Technical Supervisors / Rail Engineers he said that Railway Board has to understand the important role played by them in safe & punctual running of trains while formulating the policies for Pay Scale, Career Progression etc., particularly for the graduate Engineers who are entering as SSE and are stagnated as SSE for more than 18 years in ICF without any chance for Promotion. Increasing the number of Group "B" post substantially will only solve the

problem. Keeping this highly educated Engineers stagnated at the entry grade itself will do no good to the Organisation, he said.

Sri.E.Ramesh another IRTSA staff Council Member, also welcomed the Member. He then stated that the production in the New LHB unit (Second unit) of ICF will be started within a year. But still, no proposal has been initiated for the creation of Non – Gazetted posts including technical supervisors / Rail Engineers. Hence, the proposal for the creation of Non – Gazetted posts including the posts of Technical Supervisors /Rail Engineers have to be initiated at the earliest possible. 3rd MACPS after 20 years of 1st promotion or financial upgradation has to be ensured for all technical supervisors. This is a unique grievance of technical supervisors and has to be addressed early.

Sri.K.V.Ramesh intervened to say that SSE's recruited on Direct Quota are most affected with no further avenue of promotion, since their elevation to Group-B could not happen due to inadequate posts available there. He further said that seniority of running staff in the Grade Pay of Rs.4200 in PB-2 is being equalized with the seniority of SSE in the Grade Pay of Rs.4600 in PB-2 for the purpose of integrated seniority computed during the promotion to Group-B (70% seniority quota) from Group-C. For the purpose of LDCE (30%) running staff in the Grade Pay of Rs.2400 are equalized with the Grade Pay of Rs.4200. He demanded that, the undue advantage given to running staff in the integrated seniority should be removed to enable the qualified employees to get elevated to Group-B posts.