

INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

(Estd. 1965, Regd. No.1329, Website <http://www.irtsa.net>)

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No:IRTSA/CHQ/ CEC Meeting/2020-2

Date:..22.09.2020

CHAIRMAN & CEO,
Railway Board, Rail Bhavan,
New Delhi

Subject: Resolutions of demands of Technical Supervisors on Railways adopted by CEC meeting of IRTSA held virtually, on 23.08.2020.

We submit herewith, for the kind consideration of the Railway Board, the Resolutions adopted in the CEC meeting of IRTSA held virtually, on 23.08.2020.

CEC IRTSA expressed its discontentment on Ministry of Railways' decision of private participation for operation of passenger train services over 109 Origin Destination (OD) pairs of routes through introduction of 151 Trains in 12 clusters. The scope of private entities includes designing, procurement, financing, operation and maintenance of passenger trains on selected routes.

CEC IRTSA appealed to the Government, keeping the interest of the Nation, Railways, Rail passengers and working class in view, to withdraw the decision of allowing private passenger train operators on Railways.

CEC IRTSA urged the Government that, all the existing manufacturing units & which are going to be commissioned in future for Indian Railways may please be allowed to remain entirely with Railways.

CEC IRTSA expressed its anguish over the long pending demands specific to the category particularly, Low Pay Levels & stagnant Career prospects are major areas of frustration of Technical Supervisors and these have gone from bad to worst over the years.

CEC Meeting of IRTSA urged upon the MOR, MOF (DOE) and the Government of India to accept the following main & genuine demands of Technical Supervisors. Meeting also urged upon the Minister of Railways to impress upon Finance Ministry for the approval of their proposals sent by Railway Board regarding Grade Pay/Pay Level and upgradation of posts of the Technical Supervisors to Group 'B' (Gazetted).

Enclosures: Resolutions of main Demands

Yours faithfully,

(Harchandan Singh),
General Secretary, IRTSA

Copy for Kind information & necessary action

- 1) Director General (HR), Railway Board, Rail Bhavan, New Delhi.
- 2) Secretary, Railway Board, Rail Bhavan, New Delhi.

INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

Estd. 1965, Regd.Nos. 1329, Website <http://www.irtsa.net>,

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No:IRTSA/CHQ/ CEC Meeting/2020-2

Date:.22.09.2020

RESOLUTIONS OF DEMANDS OF TECHNICAL SUPERVISORS ON RAILWAYS ADOPTED BY VIRTUAL CEC MEETING OF IRTSA HELD ON 23.08.2020

The virtual CEC meeting of IRTSA held on 23.08.2020, expressed its solidarity with Indian Railways and Government of India in the crisis time of Covid-19 pandemic. Indian Railways Technical Supervisors Association (IRTSA) extends its fullest support and cooperation to Indian Railway in its all-out effort to contain COVID-19 pandemic.

CEC paid homage to the brave soldiers who sacrificed their lives to defend our border on Chinese aggression and Pakistan's sponsored intrusion.

CEC IRTSA paid its tribute to all Railwaymen, Central Government employees, Medical and Health faculties who died due to Covid-19 infection in performance of their duties.

CEC IRTSA draw the kind attention of the Government and Ministry of Railways and urged upon them to consider the genuine and long pending demands of the Technical Supervisors on Indian Railways, for better Pay Levels commensurate with their duties & responsibilities, to provide adequate avenues of promotion to remove rampant stagnation amongst them and improve their service conditions.

CEC IRTSA expressed its discontentment on Ministry of Railways' decision of private participation for operation of passenger train services over 109 Origin Destination (OD) pairs of routes through introduction of 151 Trains in 12 clusters. The scope of private entities includes designing, procurement, financing, operation and maintenance of passenger trains on selected routes.

CEC IRTSA appealed to the Government, keeping the interest of the Nation, Railways, Rail passengers and working class in view, to withdraw the decision of allowing private passenger train operators on Railways.

CEC IRTSA urged the Government that, all the existing manufacturing units & which are going to be commissioned in future for Indian Railways may please be allowed to remain entirely with Railways.

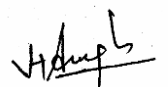
CEC IRTSA expressed its anguish over the long pending demands specific to the category particularly, Low Pay Levels & stagnant Career prospects are major areas of frustration of Technical Supervisors and these have gone from bad to worst over the years.

CEC IRTSA urged upon the Government & Railways to accept the following genuine demands of Technical Supervisors and urged the Railway Minister to impress upon Finance Ministry to approve the proposals of Railway Board regarding Grade Pay/Pay Level of the Technical Supervisors and upgradation of posts to Group 'B' (Gazetted).

MAIN DEMANDS - IRTSA

1. a) RECOGNITION OF IRTSA – to provide a forum to discuss and resolve the problems of the Technical Supervisors on Railways - as recommended by Report of the Task Force on Safety and by the Railway Accident Inquiry Committees (RAICs) – 1968 & 1978 & Railway Reforms Committee (RRC).
b) Continuation of system of Staff Council in the Production Units of Railways, which provide separate representation for Technical Supervisors.
2. PAY LEVEL OF TECHNICAL SUPERVISORS:
 - a) Junior Engineer (JE) be placed in level-8 & Senior Section Engineer (SSE) be placed in level-10 of the Pay Matrix in view of their relative duties & responsibilities vis-à-vis those working under them.
 - b) 33% posts of SSE be upgraded as Principle SSE in Level-11 as promotional avenue.
 - c) DMS, CMA & JE/IT be placed in level-8 and CDMS, CMS & Sr. Er/IT in level-10 of pay matrix.
 - d) 33% of these cadres may be placed in Level-11 as Functional / Non-Functional promotion.
3. Dropping of Passenger train operation by Private operators & Corporatization of PUs
 - a) No corporatization or privatization of Production Units & Workshops or any Rail segments.

- b) All the existing manufacturing units of Indian Railways should remain with the Railways.
- c) No Private train operators be allowed to avoid erosion and deterioration of safety and operational efficiency of existing normal train operation and misuse of Railway's resources by the concerned private operators.
4. a) No surrender of safety posts in Zonal Railways.
b) Posts of Technical Supervisors and Technicians in PUs should be classified as safety category posts and no surrender of vacancies should be done.
5. Orders on Freezing of Dearness Allowance to Central Government employees and Dearness Relief to Central Govt. pensioners at the current rates till July 2021 may please be withdrawn.
6. Combined "Cadre Restructuring" of posts in Group 'A', 'B' & 'C' on Railways - to meet with job requirements in the changed technological scenario and to provide adequate avenues of promotion.
7. Classification of all Posts of SSE/CMS/CDMS in Group B Gazetted – as per orders of DoPT and as per classification of their counterparts in other Departments, in Group B Gazetted.
8. Implementation of Pay Level -7 for CMA & Pay level-8 for CMS as per Para 11.40.124 of 7th CPC report
9. a) Withdrawal of National Pension System (NPS) and restoration of existing benefits of Pension & GPF for those appointed after 1.1.2004.
b) Refund of contributions to NPS with Interest thereon at appropriate rate.
10. a) Removal of maximum ceiling of Rs.7000 for payment of PLB.
b) Payment of PLB as per actual Pay.
11. Night shift allowance to all Group C staff without any pay restriction.
12. National Holiday Allowance at double the wages including DA to JEs, SSEs and other Technical staff - for working on National Holidays
13. Main demands on MACPS
 - a) Implementation of MACP w.e.f.01.01.2006 as per Supreme Court Judgement& as implemented by Defence Ministry.
 - b) Counting of initial training period for MACPS as regular service since it is qualifying service for pension & increments and paid for from general revenue.
 - c) Promotion through LDCE (Intermediate Apprentice JEs) should be counted as initial appointment for financial up-gradation under MACPS.
 - d) Withdrawal of unfair Benchmark of "Very Good" proposed by the 7th CPC for the purpose of financial upgradation under MACPS and restoring the Benchmark as "Good" (at least for Group C)
 - e) MACP to all directly recruited Engineering Graduates in Design/Drawing cadre Ignoring promotion in the pre revised scale from 5500-9000 to 6500-10500 as the same had been merged & up-graded.
 - f) MACP to all directly recruited CMA with entry qualification of BE/M.Sc should be counted from Pay Level-7 from the date of their appointment.
14. Ex-gratia compensation of Rs. 50 Lakh for the families of Railway employees who died due to Covid-19 infection in performance of their duties.
15. Quarantine leave for the employees required to be in isolation who got Covid-19 infection in performance of their duties.
16. Restoration of 7.5% of PCO Allowance to SSE working in PCO and 15% to JEs & Other Staff in PCO w.e.f. 1-1-2016 on 7th CPC Pay.
17. Stopping of outsourcing in construction of rolling stocks in the Production Units of Railways.
18. Procedure may be issued to manage the situation of contract failures in coach maintenance. Appropriate infrastructure and men power may be made available Division wise to manage the contract failures.
19. Grant of Hardship Allowance for open line Engineers & staff.



Harchandan Singh,
General Secretary, IRTSA