

SRES – NFIR

HOW WE ACHIEVED THE RISK & HARDSHIP ALLOWANCE Rs.2700/-

The NFIR / SRES had highlighted in the High Level Safety Review Committee headed by Dr. Anil Kakodkar and the Committee had submitted its report to Railway board that during 2007-08 to 2010-Oct 2011 the Trackmen while on duty being killed 1100 employees & 2070 had grave injuries (Para 2.3). This was also highlighted in the 7th CPC Memorandum submitted by NFIR on 28.07.2014, Page No.75-80 & 158 of Para No.14 and tendered Oral Evidence before the 7th CPC. Based on that, the Trackmen has been granted Rs.2700/- as Risk & Hardship Allowance vide **RBE NO. 87/2017 DATED 10.08.2017**. The above facts can be ascertained from the Railway Board records.

MEMORANDUM SUBMITTED BY NFIR / SRES TO 7TH CPC

Risk Allowance to Track Maintainers **(Page No. 158 & Para No.14)**

Track Maintainers are working not only on the tracks but also patrolling the railway tracks during all seasons facing inclement weather conditions. They conduct night patrolling, monsoon patrolling, cold/hot weather patrolling, thus in almost all seasons they patrol the railway tracks. They face snake bites, attacks by wild animals in the course of performing duties. While performing their duties they have to be very careful to watch front and rear portion of the tracks to save themselves from run over by speeding trains.

Dr. Anil Kakodkar, Chairman High Level Safety Review Committee in his report has mentioned that over 50% of total deaths of railway employees in the course of performing duties are of Track Maintainers. This shows that the death rate of track maintainers due to run over by trains is highest in terms of percentage. Unfortunately, these staff are not paid risk allowance.

OCCUPATIONAL HAZARDS **(Page No. 77)**

- Working under the open sky without shed under hot Sub, severe cold, also without caring for torrential rains,
- Exposed to vagaries of nature on all the days and in all seasons,
- Working on the P.Way track in remote places where no amenities are available,
- Subjected to high mental stress and undergo hard physical labour continuously.
- Jobs are totally arduous in nature,
- Night Soil cleaning on the track, removal of dead bodies, removal of fallen trees to protect track.

HEALTH HAZARDS

- Heavy manual job results in rapid physical fatigue.
- Living in mid-section and remote stations,
- Non availability of basic necessities of life,
- Night Patrolling, Security Patrolling, Cold/Hot weather patrolling,
- Trekking by foot from residence to Tool Box and from Tool Box to work place on track,
- Covering a distance of 6 to 10 Kms by foot daily for performing duties,
- Frequent cases of run over causing death while performing duties.

**RISK / HEALTH HAZARDS / HARDSHIPS
- DURING NIGHT PATROLLING DUTIES.**

Vote for SRES
Vote for RAIL ENGINE



SBE No. 009

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