



NFIR

NATIONAL FEDERATION OF INDIAN RAILWAYMEN

26th NATIONAL CONVENTION

11th to 13th December, 2010

RESOLUTIONS

**Gol Mohar Railway Maidan,
Howrah (Kolkata)**



N.F.I.R.

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(ATAXJOK) HARIDWAR

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R-1. HAILING MS.MAMATA BANERJEE, HON'BLE RAILWAY MINISTER

This House expresses great satisfaction over the stewardship of Indian Railway's by Hon'ble Ms.Mamata Banerjee, Minister for Railways. Ever since she took over the reins of the Ministry, she has been closely putting her efforts towards safety in Railways operations. She has been very much concerned about the needs of passengers in general and the welfare of Railway employees in particular. She has been very vociferous in putting safety as the Top-most priority in the operations. In October, 2009 she made special thrust on safety exhorting Railway administration as well as Federations to give special impetus. In response, N.F.I.R has also brought out a special poster defining safety in various terms and publishing through out the country.

Ms.Mamata Banerjee has also given clear vision how she sees Indian Railways in the year 2020. She has pledged to make the Indian Railways of the world standard. Lots of initiatives have been taken by Hon'ble Minister in taking steps to realize the dreams. Apart from making the system as a Passenger's friendly, she has also devoted lot of attention to the welfare of employees. She has approved Liberalised Active Retirement Scheme for Guaranteed Employment of Safety Staff (LARSGESS). In her Annual Budget speech she laid great emphasis on efficiency in operations as well as effectiveness of the employees. Ms.Mamata Banerjee had also set up an Expert Committee on Railways with a Top Economist to advise the future strategies. The Hon'ble

Minister has also sought to focus employment generation by announcing large number of projects. Her sagacity and concern for the employees is a real morale booster for the Indian Railways.

The National Convention of NFIR places on record its sincere thanks to Ms. Mamata Banerjee for giving a meaningful direction to all of us.

R-2. BAN OUTSOURCING AND PRIVITISATION IN RAILWAYS

The Indian Railways is a vital Transportation infrastructure providing services round the clock, running over 17000 trains every day of 24 Hours and moving freight and passengers from one place to the other. The Railwaymen perform their duties in spite of hard working conditions and ensure uninterrupted flow of Traffic and contribute for exceeding the budgeted targets in operations and earnings.

While this is so, the Railway Ministry and Railway Administration is resorting to outsourcing, privatisation and contratualisation of perennial nature of activities.

The National Convention strongly feels that the outsourcing, privatisation and contratualisation would jeopardize safety and efficiency. The convention expresses its deep concern over violation of provisions of Contract Labour Abolition (and Regulation) Act, 1970 by offloading the perennial activities to the out side agencies.

This National Convention of NFIR therefore cautions the Railway Board against out sourcing or privatisation in the Railways and demands to put a stop in the overall interests of Railways and Nation.

R-3. SAFETY

This convention expresses anguish over the train accidents attributing to human failure. The convention re-iterates that the Rail Work Force is duty bound to provide safe, efficient and punctual services to the customers and every employee should continue to perform with his/her duties greater devotion so that there shall be no room for adverse comments on Railwaymen's performance.

The convention compliments NFIR Unions for their proactive role in organising safety related activities notably seminars, conferences, workshops, refresher training camps, etc., all over the Indian Railways for enhancing the safety consciousness level among the Railway employees. The convention however is of the view that much more is needed to be done in the coming days for preventing human failure. The convention also urges upon the Railway Management to extend assistance and support to the N.F.I.R Unions to continue their safety campaign among various section of Railwaymen. This convention is now giving a new insight to word safety. For cadres of NFIR "SAFETY" stands for "Safe Arrival for every Train yathri".

The Convention at the same time demands filling up of all vacancies without further loss of time.

R-4. SAFETY RELATED RETIREMENT SCHEME - IMPROVEMENT OF LARSGESS

The National Convention takes note of the Railway Ministry's decision for introducing the Modified Safety Related Retirement Scheme namely Liberalised Active Retirement Scheme for Guaranteed Employment to Safety Staff (LARSGESS) facilitating voluntary retirement of the Safety category staff who are in the Grade Pay of Rs.1800/- and appointment opportunity to their wards.

While the modified scheme will cover the existing classified safety categories in Rs.1800/- Grade Pay, many safety categories are not brought under the purview of the scheme as they are yet to be classified as safety categories. Barring Trackmen category, the staff in other safety categories will not get covered under this scheme as almost all staff got promoted to higher Grade Pay. Thus the staff who intend to retire under LARSGESS are becoming ineligible to opt for retirement. Besides these lacunas in the scheme, the conditions laid down in the original scheme introduced in January, 2004 are also causing disentitlement to the safety staff who became eligible as on the date of issuance of the revised scheme (September, 2010). The new scheme does not envisage coverage to the safety staff who are in higher Grade Pay i.e., Grade Pay Rs.1900/- and above.

The National Convention therefore appeals to the Railway Ministry to take action for improving the scheme so as to see that this scheme becomes a real tool for those safety staff who are not able to perform jobs adequately to retire facilitating appointment to their wards in safety posts.

R-5. RECTIFICATION OF ANOMALIES OF VIth CPC

The National Convention of NFIR expresses its general satisfaction on the decisions of the Government on VIth CPC recommendation. The Convention also takes note of improvements made by the Government on VIth CPC recommendations, more particularly minimum pay, rate of annual increment, revision of multiplier factor, continuation of Grade Pay of Rs.4200/- (PB-2) to Senior Technicians (MCMs) and allotment of Grade Pay Rs.4200/- to Pharmacists category.

However the introduction of the concept of Pay Bands and Grade Pay had contributed certain anomalies which need to be rectified since there has been major imbalances in the relative pattern of the pay structure of various cadres. A case in point is that large numbers of employees in various grades who are enjoying the higher basic pay than their juniors in the same grade are ironically in VI CPC lagging behind juniors. Similarly those promoted to the posts of higher responsibilities continue in the same Grade Pay. Even the entry level qualification is ignored in granting pay structure and Grade Pay. The merger of pay scale has also resulted in the career disruption to the senior employees viz-a-viz grade pay allotted to junior.

The National Convention therefore demands the Government to take action for immediate rectification of anomalies brought out by the NFIR/JCM (Staff side) before the National and Departmental Anomalies Committee.

R-6. MODIFIED ASSURED CAREER PROGRESSION SCHEME (MACPS)

It is with deep anguish the National Convention of NFIR conveys that MACPS has created number of irritations to employees rather than solving the problems. With serious concern, this National Convention of NFIR points out that the MACP Scheme has created serious anomalies leading to resentment among staff.

On comparison with the 2 ACP concept introduced by the Government from 01-10-1999, it is seen that the MACPS introduced w.e.f. 01-09-2008 has virtually taken away the financial upgradation benefit provided in the old scheme of 2 ACPs. The following are the aberrations in the MACP Scheme.

- a. Grade Pay in the cadre structure hierarchy is denied as the scheme envisages Financial Upgradation in the next Grade Pay of the revised pay structure hierarchy.
- b. Training period not counted for MACP
- c. Staff redeployed on medical de-categorisation, previous service not being reckoned
- d. Re-deployed surplus staff – no clarity in the orders in regard to counting of previous service

- e. Senior employees draw less pay than their juniors who got MACPS benefit
- f. Staff joined on mutual transfers – service rendered in the previous organisation not being counted
- g. Individual option either to retain old ACP or to switch over to MACPS not provided
- h. Full service of temporary status casual labour not allowed to be counted
- i. Staff joined on request in Lower Grade: - previous service not counted although in the old ACP scheme, this benefit was allowed.
- j. Opportunity of option for retaining old ACP or to prefer MACPS is not envisaged in the scheme.

This National Convention therefore urges upon the Government to expedite action for sorting out the issues discussed in the Joint Committee Meetings early.

R-7. UNIFORM DATE OF ANNUAL INCREMENT – RECTIFICATION OF ANOMALY

The Government's decision on Sixth Central Pay commission's recommendation for grant of Annual Increment uniformly from 1st July of the year has resulted in anomaly wherein the annual increment of employees fallen due during the months

February to June, 2006 got postponed to July, 2007. The issue was discussed by the Federation in the National Anomalies Committee Meeting some time back. Responding to the plea, the Government had assured to rectify the anomaly. But however the Government has not conveyed decision. The delay in rectifying the anomaly has led to disappointment among staff.

This convention demands the Government of India to rectify the anomaly duly pre-dating the additional increment w.e.f. 01-01-2006 so that the injustice meted out to staff will get remedied to considerable extent.

R-8. UPGRADATION FROM GROUP 'C' TO GROUP 'B' GAZETTED

It is unfortunate to point out that the Railway Ministry's casual approach on the implementation of agreement for upgradation of posts from Group 'C' to 'B' Gazetted has generated deep sense of dissatisfaction among staff. The inaction on the part of the Railway Board is resulting demotivation among staff working in the field.

This Convention therefore demands the Railway Ministry to honour the commitment given to the Federations in February, 2006 for upgradation of 15% of Group 'C' posts to Group 'B' Gazetted and accordingly issue orders of upgradation without further delay.

R-9. CADRE RESTRUCTURING AND UPGRADATION TO THE STAFF

The National Convention expresses its satisfaction on the decision of the Railway Board to constitute Cadre Restructuring Committee as demanded by the Federation for undertaking the exercise for revising the percentage ratios in various categories in order to rectify the imbalances and provide benefit of promotion to the staff.

So far, the categories of ALP, Station Masters, Commercial Clerks, ECRC and Ticket Checking Staff were dealt by the CRC. While orders were issued for implementing the agreement in respect of ALPs, the Railway Board is yet to issue orders in respect of remaining categories. Restructuring of several categories are yet to be dealt by CRC.

The National Convention urges upon the Railway Board to expedite convening CRC meetings for facilitating cadre restructuring and upgradation of staff in all categories. The convention also conveys that it would be difficult to provide matching savings for cadre restructuring of categories in view of large scale surrender of posts already resorted to and non-creation for new services / assets.

R-10. RUNNING STAFF ISSUES

The following issues relating to Running Staff were dealt by the Federation in the fora of DC/JCM and NFIR/PNM Meetings. These issues are yet to be resolved satisfactorily.

- 1) Deployment of Drivers as Power Controller/Crew Controller – Amendment to Para 12.7.2 of Annexure III (Para 509.512) of Indian Railway Medical Manual – 2000.
- 2) Revised Overtime rates should be made effective from 01-01-2006 instead of 01-09-2008.
- 3) Medical Fitness of Railway Employees with Intra Ocular Lens (IOL) – Amendment to Para 0512 (10) of IRMM – 2000 Applicability to A-1 categories.
- 4) Pay Fixation of Running Staff on the basis of Pay + pay element on appointment to another post under GDCE Scheme
- 5) Allowance in lieu of kilometerage (ALK) to the Medically decategorised Drivers drafted to perform duties of Power/Crew Controllers.
- 6) Merger of Dearness Allowance equal to 50% of Basic Pay w.e.f. 01-04-2004 – Reckoning as pay for Running staff.
- 7) Revision of Rates of Running Allowance for Loco & Traffic Running staff keeping in view the revised Basic Pay and revised T.A.rates.
- 8) Grant comparable Grade Pay for Running staff in the stationary posts.
- 9) Enhancement of Income Tax Exemption limit to Rs. 15,000/- for Running Staff.

The National Convention urges upon the Railway Board to take speedy action for finalizing the above demands.

The Convention also urges upon the Railway Board to grant computed kilometerage to the Suburban Running staff for ensuring parity in kilometerage earnings between the Loco Pilot (Passenger) and Suburban Motorman.

R-11. REDUCTION OF DUTY HOURS OF RUNNING STAFF AND OTHER SAFETY RELATED CATEGORIES – APPOINTMENT OF HIGH POWER COMMITTEE.

Due to increase of speed of the trains, increase of Axle load and non-stop working, the stress level of the running staff and other safety categories staff is reaching optimal level. In view of this changed scenario, the Federations had demanded the appointment of High Power Committee to review the duty hours of these staff. This was also one of the issues in the Charter of Demands on which indefinite strike call was given by the Federations in the year 2006. The Railway Ministry had meetings with the Federations and pursuant to the discussions, an agreement was reached for the appointment of High Power Committee to review and reduce the duty hours. But till date, there has been no progress on the agreement.

The National Convention expresses its deep sense of dissatisfaction against not non-compliance of the agreement by the Railway Ministry and demands immediate appointment of High Power Committee.

R-12. RUNNING ROOMS IN INDIAN RAILWAYS

On account of number of trains increasing year by year, the train crews are proportionately increasing, while the size of the Running Room and the capacity continues to be the same, the Running Rooms are getting congested day by day and the facilities provided in the Running Rooms are decreasing accordingly.

As the Running Staff are directly connected with the safe running of the trains, they should get proper rest in the Running Rooms so as to recoup themselves and come afresh for their duties.

For each bead the area should be such that 60 sq.ft. and there should be maximum 4 beds in each Room. The Running Rooms are also required to be located at a place readily accessible from the station, from the points loco pilot leaves Engine. There should be a good and well lit road leading to the Running Room from the Shed or Station as the case may be. The Running Room should be within the walking distance so that would not be difficult for the Running staff to trek the distance. Existing Running Rooms on the Railways need to be surveyed in regard to the area required to be provided for the area providing with respect to the occupancy and necessary augmentation of Running Rooms or construction of new Running Rooms be planned.

The Running Rooms should be maintained as per the standard norms. Proper colour washing, providing proper lounge, Dinning room, Box Room, proper bathroom, Lavatories, Urinals, Store Rooms, Pantry, Kitchen separately for Non-Vegetarian and Vegetarian, proper Reading Rooms, etc., be provided as per laid

down standards. Care should be taken for proper sanitation of the Running Rooms and their surroundings by ensuring the visit of sweepers daily for cleaning purpose. Bedding and linen etc., should be provided timely and stored properly. Posting of Running Room Staff i.e., Care Taking, Bearers, Sweepers etc. should be ensured.

It is also noticed that Running Staff of adjacent Railways taking rest in Running Rooms are not being properly lodged and attended to and complaints made by the Users are hardly being looked into.

The National Convention therefore urges that the condition of the Running Rooms be improved by allocation of funds every year and the time bound action plan be drawn for improving each Running Room on the Railways.

R-13. CAREER GROWTH WITH SPECIAL PACKAGE FOR TRACKMAN CATEGORY

The pivotal role for a safe railway operations is played by an exclusive category of trackmen, keymen, gatemen in the civil engineering department. These staff who provide the crucial support in the rail operations are not provided adequate Grade Pay. The irony is that 90% of such staff retire in the recruitment Grade Pay itself. Their working conditions are very hard and arduous. Railway Ministry hardly paid any attention inspite of gradual deterioration in their working and service conditions and inspite of repeated pleas made by NFIR.

However the Railway Ministry has recently issued an order vide reference No.ERB-I/2010/23/35 dated 02-11-2010 constituting a joint committee in association with Federations to resolve the issue of package and career progression of the Trackmen. GS/NFIR has been nominated on this committee with the following terms of reference and a time target of 2 months to submit the report i.e., around commencement of New Year 2011.

1. Career progression of Trackmen along with review of existing channel of promotion; and
2. Review of package of facilities, allowances etc., to Trackmen

This convention feels that in view of the heavy sufferings in this category, Railway Ministry takes further steps towards providing adequate career growth and package of facilities and allowance early.

R-14. ABOLISH SALARY CALCULATION CEILING FOR PAYMENT OF PRODUCTIVITY LINKED BONUS (PLB)

This National Convention of NFIR takes note of NFIR's consistent struggle since the year 1969 for securing introduction of the concept of "Productivity Linked Bonus to Railwaymen (PLB)".

Due to the persuasion, initiative and relentless struggle of NFIR, the Government had agreed for evolving the scheme of PLB to the railway employees in the year 1979 and consequently an agreement was reached between the Federations and the Railway

Ministry for introduction of PLB Scheme in the Railways. The NFIR had from time to time pleaded for bringing positive changes in the scheme more particularly relating to salary eligibility limit and calculation ceiling limit. The continuous efforts of the NFIR has yielded satisfactory results, so much so, the Railway employees in Group 'C' and 'D' categories become entitled for Productivity Linked Bonus (PLB) @ Rs.3500/- p.m. (on the basis of number of days wages). This revision of calculation limit was given effect from 2006-07 onwards as approved by the Union Cabinet on 03-10-2008.

Though the railway employees are now entitled for P.L.Bonus in terms of number of days wages subject to the calculation of the same @ Rs.3500/-p.m., the NFIR strongly demands that the notional calculation system should be dispensed with and the Bonus is paid on the actual wages of the employees.

This Convention therefore demands that the existing calculation ceiling for payment of PLB should be reviewed to facilitate employees to receive their legitimate P.L Bonus on the basis of actual wages drawn.

R-15. PAYMENT OF WASHING ALLOWANCE TO THE EMPLOYEES WHO ARE SUPPLIED WITH UNIFORM

At present, certain specified categories of staff are granted Washing Allowance. The remaining categories to whom Uniform is supplied, the Washing Allowance is denied. This discrimination is being resented by the staff who are in receipt of Uniform.

The National Convention therefore urges upon the Railway Ministry to review the matter and accord sanction for payment of washing allowance to all those categories of staff who are supplied with Uniform.

R-16. CHILDREN EDUCATIONAL ALLOWANCE

The convention demands that the restrictions imposed that "two eldest surviving children" are only entitled for children educational allowance should be modified facilitating two eldest children among those in high school become entitled for Children Educational Allowance.

R-17. REVISION OF SHOE ALLOWANCE FOR TRACKMEN

The Trackmen are at present paid Rs.450/- towards reimbursement of the cost of shoes. In view of increase in the cost of quality shoes in the market, it would be necessary to consider for upward revision of shoe allowance. The NFIR has already raised this issue at the level of Railway Ministry for enhancing the shoe allowance amount adequately. There has however been no positive response from the Railway Board so far.

The convention urges upon the Railway Ministry to expedite and accord sanction for revision of shoe allowance to the Trackmen category from the existing Rs.450/- to not less than Rs.1000/-.

R-18. PROVISION OF MOBILE HEALTH CARE FACILITIES TO EMPLOYEES

The demand of NFIR for the provision of Mobile Health Care Facility so as to reach the Railway employees and their families at their place of residence and attend on them was agreed to in principle and accordingly the mobile medical van system was introduced on a trial basis on many divisions. Reports have been received that the Mobile Medical Van system has been proved to be successful.

In view of this, the NFIR has demanded the Railway Board to introduce this welfare scheme covering all areas. Although the Railway Board have assured to extend the coverage there has been no progress.

The 26th National Convention of NFIR therefore urges upon the Railway Ministry to take steps for introducing the mobile health care facility covering all remote and inaccessible places on Indian Railways.

R-19. PRIVILEGE PASS ELIGIBILITY

With the implementation of new Pay Bands and Grade Pays of VI Central Pay Commission, need has arisen for determining the Privilege Pass Entitlement eligibility to the employees.

The NFIR has been consistently urging upon the Railway Board to issue orders, allowing 1st Class/AC-2 Tier Privilege pass eligibility to those employees who are in Grade Pay of Rs.4200 in

PB-2 Rs.9300-34800. Similarly it was demanded that those employees who are in PB-1 with Grade Pay Rs.2800 should also be allowed privilege pass in AC-3 Tier, while the existing entitlement of 1st Class pass for those presently availing should continue. In comparison with those working in the Central Government, it could be seen that the Railwaymen are not treated fairly inspite of the fact that the role and responsibilities of Rail work force are more complex and complicated.

This National Convention expresses its displeasure over the inordinate delay on the part of the Railway Board in deciding the issue and urges upon the Railway Board to expeditiously decide the entitlement of Privilege passes as justified by the NFIR.

R-20. DETERIORATION OF CONDITION OF RAILWAY QUARTERS

It is a matter of grave concern that the staff welfare is given low priority by the Railway Board, ignoring the hard working conditions of Railwaymen.

The conditions of staff quarters are awfully bad, totally deteriorated, many quarters are not fit for human occupation and several of them deserve to be dismantled. Basic amenities such as proper toilet, kitchen and store room are also not provided to a large number of quarters. The Railway Colonies are in a very bad shape, drainage system is totally out of commission and approach roads are also awfully unsatisfactory. The reason for such deficiencies is continuous neglect, lack of planned approach and non-allotment of adequate funds by the Railway Ministry. The

employees and families face lot of hardship on account of the above mentioned deficiencies. The much publicised corporate welfare plan has not ensured real welfare.

The National Convention strongly urges upon the Railway Board to take steps on priority basis for allotting more funds for improvement/replacement of Railway Quarters, drainage, approach roads, etc.,

R-21. PENSIONARY BENEFITS TO THE CONSTRUCTION STAFF ON THEIR RETIREMENT ON SUPERANNUATION

In terms of Para 49 the Manual of Railway Pension Rules, the last pay drawn should be the criteria for grant of Pension and payment of settlement dues to the employees. In terms of this provision the staff working in the construction organisation and retired were granted pension on the last pay drawn till recently.

The Railway Board has recently issued revised orders arbitrarily by mis-interpreting the provision contained in Railway Services (Pension) Rules, 1993 to deny the retirement benefits on the basis of last pay drawn.

The Arbitrary decision of the Railway Board has resulted in depressal of emoluments of the staff of the Construction/organisation and deprival of the retirement benefits on last pay drawn.

The convention while expressing its strong objection to the Arbitrary decision of the Railway Board, demands immediate review for allowing the retirement benefits on the last pay drawn in the case of those working in construction and work-charged establishments.

R-22. CREATION OF NEW POSTS FOR NEW ASSETS/ SERVICES

On Indian Railway, several new assets have been created and new services have been introduced since the last one decade. For maintaining the services and manning the trains additional posts are required. Non-creation of new posts has resulted in set back to efficiency of the system and in course of time, the system may suffer very badly. The staff are put to heavy stress and strain due to additional burden thrust upon them.

The National Convention therefore demands immediate action for creation of new posts for new assets/services.

R-23. CATERING POLICY – 2010

NFIR hails the bold decision taken by the Hon'ble Minister to conceptualise New Catering Policy keeping in mind the general feed back from the travelling public. In an unprecedented move the Minister for Railways reversed the earlier decision of Catering operations by IRCTC who was woefully inadequate to handle the job. The revision of the policy will once again give to our employees an opportunity to utilize their over the years experience of departmental catering.

The policy entitles that those who were on deemed deputation to IRCTC will reoccupy the positions in Railways Catering department and similarly those who have been recruited and

absorbed in IRCTC will continue in IRCTC itself. In yet another decision the policy aiming to provide an opportunity for such of those staff of railway catering deployed in other departments to opt back to Railway Catering Department.

The National Convention therefore urges for re-positioning of staff in the Departmental Catering and providing upgradation through Cadre restructuring.

R-24. WOMEN CADRE

In these modern days many activities are being entrusted to Women and Railways are no exception. In every area, women are being given opportunity to showcase their talents be it open line or other operating areas besides administrative works. There are over 80,000 women employees on Indian Railways and a majority of them are in Group 'C' and 'D'. Time has now come to recognize women power as a potent tool in the trade union activities. NFIR also has got a fair amount of women employees in their cadre. It is therefore necessary to afford them opportunity to fully participate in Union Management and take up women's specific issues as an essential welfare activity of a Trade Union.

Towards this objective the NFIR affiliates are directed to seriously consider providing a platform to Women employees through establishment of a specific women cadre.

R-25. ENERGISING YOUTH POWER

There has been a paradigm shift in the employment age with a result there is a heavy influx of younger age group in the Cadres. This has given rise to many people under the age group of 35 to 40 occupying positions.

NFIR is considering the steps to channelise the youth power for constantly improving the Union activities by pooling these resources. NFIR feels that the cadre in this age group will form the back bone of the generation next. Federation proposes to activate Youth Groups to take up legitimate Trade Union activities. Therefore NFIR reiterates that the affiliates form youth wings in their respective areas.

The talent and experience they share would come handy to the Institution. Therefore it is essential that cadre in this age group is properly identified and given the responsibility by planning their role effectively in the Trade Union Movement.

This convention decides to direct the affiliates to formalize these groups so that they are active well before the commencement of the financial year 2011-12 starts.

R-26. MARCH TO PARLIAMENT

This convention has considered the joint decision of the INTUC and other Central Trade Unions to march to Parliament on 23-02-2011 for drawing the attention of the Government for immediate redressal of the issues listed below:-

- 1) Curb price rise
- 2) Strict implementation of labour laws and stringent punishment for violation
- 3) Universalisation of social security for the unorganized sector workers
- 4) Provision of adequate funding for them
- 5) Stoppage of disinvestments in PSUs

The Convention decides to extend support to the decision of the Central Trade Unions and appeals to Railway employees to express solidarity in support of "MARCH TO PARLIAMENT ON 23-02-2011". The convention also appeals to its rank and file to hold meetings, rallies on 23-02-2011.

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