

SOUTHERN RAILWAY EMPLOYEES' SANGH(Registered and affiliated with **NFIR, INTUC & ITF**)**CENTRAL OFFICE**

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- President, Southern Railway Employees' Sangh
- General Secretary, National Federation of Indian Railwaymen
- General Secretary, South Central Railway Employees' Sangh
- Leader, Staff Side National Council Joint Consultative Machinery (JCM)
- Vice-President, Indian National Trade Union Congress(INTUC)

P.S. Suriyaprakasam

- General Secretary, Southern Railway Employees' Sangh
- Joint Genl. Secretary, National Federation of Indian Railwaymen
- Member, DCM/JCM - New Delhi
- Working Committee Member - INTUC- New Delhi
- Vice-President, Indian National Trade Union Congress(INTUC) Tamil Nadu

Esc No. : 45/TNCC

Date : 25.01.2024

The Southern Railway Employees' Sangh (SRES), Affiliates to INTUC, NFIR would like to bring the following issues for kind information and necessary action please.

GENERAL ISSUES:

1. Income Tax in the last 10 yrs ceiling has not been revised proportionately. The ceiling should be revised as Rs.15 Lakhs.
2. Freezing of 18 months DA/DR 1.1.2020 to 30.06.2021 to paid to the staff and retired employees.
3. There was no improvement in the combined General Budget. The old patten of Railway budget to be restored exclusively.
4. Coolie Porters to be observed as Track Maintainers / Assistants in GP 1800 as done during Dr.Manmohan Singh's period.
5. Course Completed Act Apprentice to be observed in Level 1 (GP 1800) as done earlier against more than 1.25 lakhs vacancies.
6. Scrap NPS & Restore OPS
7. Stop Privatisation
8. Outsourcing of Activities
9. Filling up of total 1.75 lakhs vacancies.
10. Top priority for RRB/RRC for Act Apprentices. Priority to be given to filling up of Group D vacancies for the candidates of respective State.
11. Stop Privatisation of Railway Hospital.
12. Fixed Medical Allowance to be modified as Fixed Medical Conveyance Allowance without any restrictions.
13. The existing pattern of issuance of Privileged passes manually to serving employees to be restored instead of HRMS.
14. Erosion in the Railway working system due to mis-planning, mis-management and dropping all the previous methodology.
15. A new scheme to be evolved instead of LARSGESS Scheme as per the constitution.

Privatisation / Outsourcing to be stopped

Due to Privatisation of Manufacturing Vande Barath Express the country incurring loss of Rs.5200 crores for 200 train sets. Example ICF Production Unit

- 1) ICF started its production in the year 1955.
- 2) So far ICF manufactured 70,000 coaches.
- 3) 1st LHB (Linke Hofmann Busch) coaches manufactured (160 kmph) in the year 2012-13.
- 4) As on date, the cost of Manufacturing one train set (16 coaches) Vande Bharat by our ICF Railway Rs.104 Crores. Whereas Two Private Firms TMH (Russia) & Titagarh (Italy) charging 130 crores.
- 5) Now Government decided to manufacture through the above Private Firms 200 trains which incurs additional expenditure of Rs.5200 crores.
- 6) The General Budget (2023-24) allotted Rs.2.5 lakhs crores to Indian Railways. But very poor returns. No white paper was submitted.
- 7) Similarly if we manufacture for Metro Trains we can save huge amount.

Private Train Operators to be Stopped

- 1) The first Private Train was introduced inbetween Lucknow and Delhi on 04.10.2019 – 511 kms (Running time 6 hrs 30 mins) with a fare of 1st AC Rs.2450/-, AC Chair Car Rs.1565/-.
- 2) Railway Shatabthi Express Running time 6 hrs 35 mins with a fare of 1st AC Rs.1855/-, AC Chair Car Rs.1165/-.
- 3) Difference in fare between Private Operators and Railway Operators ist AC - Rs.595/- and AC Chair Car Rs.400/-.
- 4) Compared to Garibrath Train the difference was Rs.1085/-.
- 5) The second Private Train was introduced inbetween Mumbai and Ahamedabad on 19.01.2020.
- 6) All the private train operators ran away due to heavy loss (Rs.63 Crores loss in short span).

Passenger Fare Tariff :

- 1) The Tariff rate was enhanced 18 – 21% after 2014. The Senior citizen concession was withdrawn after 2020.
- 2) Many concessions were withdrawn after 2020.
- 3) All the passenger trains were just renamed as Express trains with the same passenger train timings but charging express train tariff.
- 4) Nearly 5000 kms route tracks were constructed with poor returns ie. below 7%.

Allotment of funds / adequate funds for Southern Railway New Projects

- 1) Tindivanam – Nagiri
- 2) Chengalpattu & Tambaram 4th line
- 3) Beach to Athipattu 4th line

- 4) Dedicated Suburban track inbetween Central and Gummidipoondi.
- 5) New line Chengalpattu, Mahabalipuram, Cuddalore - Tuticorin.
- 6) New line between AVD – Sriperumbathur – Singaperumalkoil.
- 7) Krishnagiri – Jolarpettai
- 8) Tanjore – Ariyalur

Semi High Speed Train Corridor to be introduced in Tamilnadu

- 1) The highest earning sector of Chennai – Tirunelveli, Chennai – Coimbatore to be introduced in Tamilnadu.
- 2) Bullet Train Service to be introduced Chennai – Bangalore – Coimbatore.

We SRES request Hon'ble Former Finance Minister Sri.P.Chidambaram to kindly look into the above and do needful action please.

Thanking you,

Yours faithfully,



(P.S.Suriyaprakasam)
JGS/NFIR & GS/SRES

Copy to : Sri.K.S.Azagiri, President/TN Congress Committee

