



# **SANCHAR NIGAM EXECUTIVES' ASSOCIATION,**

Central Head Quarters, New Delhi.

## **Brief Note on enhancement of Transport Allowance**

As per BSNL CO Letter No. 15-8/2006-PAT (BSNL), Dated 23/08/2006, the Transport Allowance provided to the executives, replacing the earlier Transport Allowance being paid as per GOI orders, was as below:

| Sr | Grade of executive | TA in A1/A Class cities |                 |
|----|--------------------|-------------------------|-----------------|
|    |                    | Under CDA Scale         | Under IDA scale |
| 1  | E3 and above       | 800                     | 1400            |
| 2  | Below E3           | 400                     | 800             |

In the time since then, 2<sup>nd</sup> PRC has been adopted in BSNL w.e.f 01/01/2007, and 6<sup>th</sup> CPC as well as 7<sup>th</sup> CPC pay scales have been adopted by the GoI. Whereas the Transport Allowance has consistently been revised under the GOI with increasing prices and with every adoption of new pay commission report, this has remained neglected in BSNL despite the adoption of 2<sup>nd</sup> PRC recommendations in BSNL.

The 3<sup>rd</sup> PRC recommendations is yet to be implemented for BSNL. However, the non- revision of the Transport Allowance for the employees absorbed in BSNL for the last 24 years, despite rising prices of fuel and cost of transportation, is completely beyond comprehension and affects the employees adversely.

Transport Allowance has been a part of salary of all the erstwhile employees absorbed in BSNL and is meant to provide for the cost involved in using different modes of transport in the daily commute to the office in public interest. Accordingly, freezing of Transport Allowance at pre 2000 level is an undeserved punishment for employees working in BSNL.

The pattern of revision of Transport Allowance for the government servants during the same period is indicated below:

| 5 <sup>th</sup> CPC - Grade Pay | Equivalent BSNL scale | A1/ A cities | Other places |
|---------------------------------|-----------------------|--------------|--------------|
| 8000-13500 and above            | E3 & above            | 800          | 400          |
| Below 8000-13500                | E1 & E2               | 400          | 200          |

| 6 <sup>th</sup> CPC - Grade Pay | Equivalent BSNL scale | A1/ A cities | Other places |
|---------------------------------|-----------------------|--------------|--------------|
| 5400 & above                    | E3 & above            | 3200 + DA    | 1600 + DA    |
| 4600 & 4800                     | E1 & E2               | 1600 + DA    | 800 + DA     |

- 7<sup>th</sup> CPC, Transport Allowance has been revised w.e.f. 01.07.2017 as under:

| 7 <sup>th</sup> CPC Level | Equivalent BSNL scale | A1/ A cities | Other places |
|---------------------------|-----------------------|--------------|--------------|
| 9 & above                 | E3 & above            | 7200 + DA    | 3600 + DA    |
| 7 & 8                     | E1 & E2               | 3600 + DA    | 1800 + DA    |

It would be seen that the Transport Allowance in the government has been linked to Dearness Allowance to mean that inflation is having a significant bearing on the affordability of different modes of transportation by the employees. However, the BSNL management has completely ignored this aspect in not revising the Transport Allowance for its employees.

As a principle, the revision of Transport Allowance should be either linked to the pay revision or to inflation or to both. The Transport Allowance is not a bounty for the employees. Rather, it aims to cover the cost of transportation to the workplace in a moderate way. The 2<sup>nd</sup> PRC is adopted in BSNL but the Transport Allowance was not revised. The 3<sup>rd</sup> PRC is not adopted, however, the rising prices are obvious to anyone. In any case, the present amount of Transport Allowance at Rs 800/- and Rs. 1400/- does not at all meet the purpose at today's prices and does not alleviate the burden of employees.

It may be noted that Officer's at GM and above level are already provided with departmental vehicle/hired vehicle with appropriate allowances towards maintenance of the same which have also been revised at times and this arrangement completely covers them against any inflation.

Similarly, the unabsorbed Officers of DoT (*irrespective of their grades*) are getting the revised transportation allowance with DA as noted in above tables. It is only the hapless executives in JTO to DGM grades who are being made to suffer by this non-revision of Transport Allowance which is completely out of tune with the times.

We hereby submit that the Transport Allowance, has been a part of salary even in their government service and which is only aimed to cover the cost of attending the workplace, and delay in considering the revision of shall only aggravate the financial burden on the employees and is the reason for unrest among executives and this discrimination also needs to be cleared by treating as sensitive matter.

Therefore, we earnestly requested to look into this important matter affecting each and every BSNL Recruited/Absorbed executives including CM/PGM and CGM level officers and immediate revision of Transport Allowance along with adding a DA component in it to ameliorate the suffering of the BSNL executives.

With hopes for early consideration of this genuine and justified request giving justice to all affected BSNL Recruited and absorbed officers.

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