



## **IRAS OFFICERS' ASSOCIATION**

**To**

**Shri Suresh Prabhakar Prabhu  
Hon'ble Minister for Railways  
Rail Bhavan,  
Raisina Road,  
New Delhi**

**Respected Sir,**

**Subject: Cadre Review of IRAS – Indian Railway Accounts Service-  
UNJUST TREATMENT GIVEN TO THE IRAS**

It is informally gathered that DoPT has enforced a huge cut on the number of posts (sought by IRAS) proposed by MoR with the approval of Minister of Railways as part of Cadre Review proposals for 8 organized Railway Services.

Apparently, DoPT has not appreciated correctly the concept of Railways 'Work Charged' establishment which is unique to those services which are directly engaged in the railway infrastructure creation activities (which in railway parlance is called Construction organization). IRAS being a pioneer Finance and Accounts Service of Government of India, existing since 1929, is hugely involved in various 'Project Management' and 'Project Financing' activities of Indian Railways. This is the reason why IRAS has a significant number of work charged posts. Certain other Railway services have lesser number of work charged posts due to their less involvement in Project implementation. It is not out of the place to mention that work charged posts are created on worth of charge basis.

Hence, ignoring the above aspect of the need for work charged establishment for services like IRAS, while finalizing Cadre Review proposals of MoR would be inappropriate. Such an approach would not only be discriminatory but also very demoralizing to the rank of Cadre of IRAS.

Proposals for additional posts for 8 organized services were submitted to DoPT by MoR on the basis of uniform percentage for each grade and after deducting available number of posts (Revenue + Work Charged) from the requirement. A non-uniform cut thereafter is thus not desirable. The following table which gives the inter-se position among some of the Railway Services would reveal the disparity and injustice done to IRAS.

### HAG Posts

Cadre	Sr. Duty Posts (R+75%WC)	Existing HAG posts (R+WC)	Additional HAG posts proposed by MoR	HAG posts Agreed by DoPT	% of post agreed by DoPT	Total number of HAG posts (R+WC) after Cadre Review	Total number of Revenue HAG Posts after Cadre Review	% of Revenue HAG posts to Sr. Duty Posts (R+75%WC)
IRAS	704	30	7	4	57	34	15	<b>2.1</b>
IRTS	840	29	17	13	76	42	36	4.3
IRPS	367	2	17	16	94	18	18	4.9
IRSE	1663	42	45	10	22	52	28	1.7
IRSME	1011	34	19	9	47	43	35	3.5
IRSEE	853	24	21	10	48	34	30	3.5
IRSSE	776	16	25	18	72	34	28	3.6
IRSS	543	11	18	18	100	29	25	4.6

### For SAG Posts

Cadre	Sr. Duty Posts (R+75%WC)	Existing SAG posts (R + WC)	Additional SAG posts proposed by MoR	SAG posts Agreed by DoPT	% of post agreed by DoPT	Total number of SAG posts (R+WC) after Cadre Review	Total number of SAG Revenue Posts after Cadre Review	% of SAG Revenue posts to Sr. Duty Posts (R+75%WC)
IRAS	704	107	41	17	41	124	68	<b>9.7</b>
IRTS	840	136	38	27	71	163	149	17.7
IRPS	367	54	23	11	48	65	50	13.6
IRSE	1663	244	105	38	36	282	176	10.6
IRSME	1011	165	47	23	49	188	155	15.3
IRSEE	853	131	48	30	63	161	128	15.0
IRSSE	776	115	48	27	56	142	93	12.0
IRSS	543	87	27	27	100	114	77	14.2

From above tables, it may be seen that '**Revenue Posts**' available to IRAS is **least in SAG. In HAG, it is second from below.** DoPT has perhaps only seen number of work charged posts available to IRAS and not number of Revenue Posts available to IRAS vis-a-vis other cadre.

**For HAG+ posts:**

IRAS has given a demand for additional 13 HAG+ posts. Drastic cut across the services has been made by DoPT. DoPT has agreed for only one HAG+ posts. While agreeing for only one post, perhaps DoPT has not considered 7<sup>th</sup> CPC recommendation for creation of 2 additional posts HAG+ viz. Additional Member (Institutional Finance) and Additional Member (Accounting Reforms) vide para 11.40.34 and 11.40.35 of the 7<sup>th</sup> Pay Commission Report [Annexure-III] for IRAS.

**Apex Level Posts :-**

The number of Apex level posts in Indian Railway Accounts Service is not commensurate with its cadre strength, its work requirements and, furthermore so, when compared with other Accounts services of Government of India. A comparative position is as under:

Service	Total Group A Cadre Strength	Apex Level Posts available	Existing number of Revenue Posts	Proposed increase of Revenue Posts	As agreed in restructuring
IAAS	694	5	1	2	0
IDAS	556	2	Name of proposed Posts (to be upgraded from HAG+ to Apex Level):- 1) <b>Director General (Budget)</b> by upgrading Additional Member (Budget) 2) <b>Director General (Finance)</b> by upgrading Additional Member (Finance)		
ICAS	226	1			
IRAS	765	1			

From the above it is clear that smaller cadres have the benefit of at least two Apex level posts whereas IRAS, since its very inception, had only one such post. This restricts the career progression and aspirations of the IRAS officers.

IRAS Association requests your personal intervention for application of uniform yardstick as per the proposals submitted by Ministry of Railways which is based on the direction of Ministry of finance dated 17.07.15.

With warm regards,

*Sanjay Lavanania*  
(Sanjay Lavanania) 24/6/16  
Secretary General, IRAS Association

Copy to Shri S. Mookerjee,  
Financial Commissioner (Railways)  
Railway Board, New Delhi