

and coal production in these mines is expected to improve, as a result of modernisation, in about two to three years.

Cadre Review in Customs and Central Excise Service

7323. SHRI HARIKESH BAHADUR: Will the Minister of FINANCE be pleased to state:

(a) what is the frequency of cadre review in the customs and Central Excise Service Class I in Ministry of Finance;

(b) when was the last review done; and

(c) if not, by what time Government propose to do so?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): (a) to (c). On the recommendations of the administrative Reforms Commission, the Government took a decision in 1972 that cadre review of Group 'A' Central Services should be undertaken triennially. A note indicating broad aspects to be examined during the process of cadre review was circulated by the Government among the various cadre controlling authorities in 1973. On this, the cadre controlling authorities sought clarifications about the methodology to be undertaken for preparation of proposals regarding cadre review. Subsequently, the Government also took certain decisions on the recommendation of the Third Pay Commission which had direct bearing on the cadre management of Central Services. Taking into consideration all these developments, detailed guidelines about cadre review of Central Services Group 'A' were circulated by the Government in 1980. On receipt of the guidelines a cadre review of the Indian Customs and Central Excise Service has been undertaken.

Tourist Arrivals and Foreign Exchange Earned

7324. SHRI MADHVARAO SCINDIA: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) the extent of tourist traffic during the first six months of the current year;

(b) whether the tourist traffic lately shows a declining trend; and

(c) if so, the reasons to which it is attributable?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI CHANDU LAL CHANDRAKAR): (a) to (c). The international tourist arrivals in India during the first six months of 1980 were 365,462 as against 346,743 during the corresponding period of 1979. There is therefore no declining trend in tourist arrivals.

Officials sent Abroad for Training under Colombo Plan

7325. SHRI HARI KRISHNA SHASTRI: Will the Minister of FINANCE be pleased to state:

(a) how many Government officials have till todate been sent abroad for training under the Colombo Plan; how many of them belonged to SC/ST;

(b) what was criteria of selection of the candidates sent for training;

(c) whether it is a fact that even a probationer who had not put in one year's complete service was deputed for training under the Colombo Plan while those who were having sufficient length of service were left out; and

(d) if so, the reasons thereof.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): (a) 8931 officials have been sent abroad for training under the Colombo Plan since its inception in 1950. However, no separate figures are available as to how many officers belonged to SC/ST out of the total indicated above, as no such information is required for processing the nominations.

(b) Generally the criteria adopted for selection of candidates are their suitability, age, relevance of the training to the organisation in which the candidate is working, and essentiality of the training programme to the economic development of the country.

(c) and (d). A large number of officials are sent abroad for training every year under the Colombo Plan. There was a case in which a permanent official with less than one year's service was sent abroad for training. This official's deputation for training did not involve ignoring the claim of any other officer having longer service, since the nomination documents pertaining to the only other officer sponsored for the course failed to arrive in time.

Conveyance Allowance of Government Officers

7326. SHRI SHIV PRASAD SAHU:
SHRI RATAN SINGH
RAJDA:
ACHARYA BHAGWAN
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Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that Government of India had revised the rates of conveyance allowance of Government Officers in the year 1974 and thereafter there have been appreciable steep rise in the rate of petrol, lubricants, spare parts and labour charges;

(b) if so, why the rates of conveyance allowance for Government Officers have not been increased/revised particularly when the rates of taxis all over India were increased by 25 per cent due to increase in petrol price in the month of March, 1979;

(c) is it also a fact that the local bodies and public undertakings have increased the rates of conveyance allowance by 50 per cent due to second increase in petrol price in August, 1979; and

(d) whether Government propose to revise the rates of conveyance allowance for Central Government officers

with retrospective effect particularly when there has been third rise in the petrol price in June, 1980 so as to minimise the sufferings of the Government servants?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): (a) and (b) The existing rates of conveyance allowance have been applicable from March, 1974 and were prescribed after discussions with the Staff Side in the National Council of the J. C. M. Consequent on the increase in the price of petrol, lubricants, etc. Government examined the question of improving the rates of conveyance allowance. It was, however, decided not to make any change in the existing rates on following considerations:

(i) Since a general cut has been made by the Government in the consumption of petrol in respect of staff cars and operational vehicles, the officers getting the conveyance allowance should be expected to restrict their journeys similarly.

(ii) The existing rates contain an in-built cushion for absorbing the increase in the running cost of vehicles as the rates are prescribed for a slab with a range of 100 to 200 Kms.

(iii) In view of the difficult resources position there is need for strict economy in Government expenditure.

(c) Government have not agreed to any increase in the conveyance allowance of employees of public sector enterprises merely due to increase in petrol price in August, 1979. Any revision of conveyance allowance of these employees has been agreed to normally as part of periodical revision of wages or pay scales and other fringe benefits. The position in respect of local bodies is not known.

(d) The question of improving the rates of conveyance allowance has been raised by the Staff Side in the National Council of the J. C. M. The