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[For General Distribution.]



Circular No. 9 Public Works.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
GENERAL.

Revision of the exceptions under the 5 and 10 mile rules of the Civil Travelling Allowance Code.

Simla, the 4th August, 1888.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners, Central Provinces, Burma, Assam, and Coorg.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.
The Accountant General, Public Works Department.
The Inspector General of Military Works.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Central Division, and Lucknow.
The Director General of Telegraphs.
The Superintendent of Works, Simla Imperial Circle.

The following is forwarded to the Local Governments, Administrations and Officers noted on the margin, for information and guidance.

By order,

Under Secretary.

No. 3549, dated Simla, the 2nd July, 1888.

RESOLUTION—By the Government of India, Department of Finance and Commerce.

Read—

NOTE E.—4 (a) by the Finance Committee on Travelling Allowances.

Letter from Government of Bombay, No. 1692, dated the 5th July 1887.

Letter from Government of the North-Western Provinces and Oudh, No. ²⁰⁰X-T-14, dated the 20th January 1887.

Letter from Government of the Punjab, No. 961, dated the 29th April 1887.

RESOLUTION.—Under the Civil Travelling Allowance Code, officers are not ordinarily entitled to any allowance for journeys not exceeding 5 miles from head-quarters or for halts of more than 10 days' duration. But there are several exceptions to these general rules, and the Finance Committee, in their Note on Travelling Allowances, recommended that these exceptions should be scrutinised and revised.

2. The two questions are quite distinct, and are taken up separately below.

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A.—Exceptions to the rule forbidding travelling allowance for journeys of less than 5 miles from headquarters.

3. All the exceptions have been carefully examined, and the necessity for their retention has been considered; but the only points on which the rules under this head appear to the Governor General in Council to require revision are as follows:—

- (i) In *Exception 2* to section 19, Distillery Daroghas in Bombay have been omitted, as the Government of Bombay states that no such officers now exist. Abkari Inspectors and Sub-Inspectors in the Bombay Presidency draw in some cases a horse allowance all the year round; to these the exception does not apply, and it will be modified accordingly.
- (ii) Under *Exception 5* to section 19, Enrolled Officers of the Financial Department of the two lowest classes and Chief Superintendents are entitled to actual expenses for conveyance hire for visiting a currency reserve treasury. The Governor General in Council observes that the officers to whom this exception applies draw salaries of such an amount as to render a concession of this kind unnecessary. Officers of the same class in other Departments would not generally be allowed to make a charge of this sort, and His Excellency in Council has therefore decided that the exception shall be withdrawn.

B.—Exceptions to the rule barring daily allowance for halts beyond 10 days at one place.

4. The general rule on the subject of halts and the conditions on which an officer may be exempted from its operation are contained in section 20 of the Civil Travelling Allowance Code, and are as follows:—

Section 20.—A daily allowance may not be drawn for more than 10 days of a halt at one place; but the Local Government may, on such conditions as it thinks fit, exempt any officer or class of officers from the operation of this section.

Rule.—The exemption permitted by this section should, as a rule, be made only in cases in which the Local Government may be of opinion that the enforcement of the section would entail on the officers concerned greater expenses (for locomotion only) than are covered by the whole allowance for the journey on which the halt occurs.

The Finance Committee did not object to the general exemption, provided that the conditions named were always fulfilled; but they doubted the necessity for most of the absolute exemptions from the rule, and they thought that in some of the cases now absolutely exempted, the exemption should be made subject to the special orders of the Local Government.

5. The Local Governments were consulted with reference to this recommendation with the following result. In the opinion of the Government of Madras, no change is required either in the rule or in the exceptions to it which obtain in that Presidency. The Government of Bombay has not expressed any general view, but it considers that in some of the cases in which exemption is now granted absolutely, a certificate should be required that carriage has been kept up during the whole period of the halt. The Government of the Punjab also expresses the opinion that the present rule involves great trouble and annoyance to officers, as it necessitates the keeping and submission of elaborate accounts covering a period of some months. It considers that much of the inconvenience would be obviated if the exemption were made dependent only on the production of a certificate to the effect that camp equipage was kept up during the halt.

6. The Governor General in Council, after considering the various opinions, has come to the conclusion that it is necessary to make the conditions of exemption from this rule more precise; but that a certificate such as that suggested by the Governments of the Punjab and Bombay should not be required, unless in any case the Local Government should consider it necessary to prescribe it specially.

7. The following will accordingly be substituted for section 20 and the Rule under it:—

Section 20.—A daily allowance may not be drawn for more than 10 days of a halt at one place. But the Local Government may exempt any officer from the operation of this rule—

- (a) in special cases in which it is satisfied that the prolonged halt was necessary in the interests of the public service, and that it was necessary to maintain camp equipage during it;
- (b) by general rule applicable to officers whose duty is such as to bring them frequently under exemption (a), and subject to any limits or conditions it thinks fit to impose.

8. As regards the existing exceptions, it appears to His Excellency in Council that the following come under clause (b) of the new section, and may be continued as such:—

Exceptions 1 (a), 1 (b), 1 (c), 1 (e), 1 (f), and Exception 2.

Exceptions 4 and 5 are special rules laid down under the same clause.

There are some few cases in which the rule in the section is not applied for special reasons, although camp equipage is not supposed to be kept up; such are the following:—

Exceptions 1 (d), 1 (g), 1 (h), 1 (i), 1 (j), and 1 (m).

His Excellency in Council considers that the necessity for the maintenance of these has been established.

Exception 3, regarding taluk Karkuns in Bombay, will, at the suggestion of that Government, be maintained only in respect of general duty Karkuns.

9. There is one further general exception which it appears to His Excellency in Council to be desirable to make. Menial establishments appear to stand on a special footing; their pay is small, and some allowance seems to His Excellency in Council to be necessary for them during the whole period of their absence from their homes. These officials will therefore be exempted entirely from the 10 days' rule.

ORDERED, that this Resolution be communicated to the Several Departments of the Government of India; all Local Governments and Administrations; the Director General, of Post Offices; the Commissioner, Northern India Salt Revenue; the Accountant-General Madras, and other Accountants-General and Comptrollers.

To
The Secretary to the Government of Madras
Public Works Department